

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

No. 13.—VOL. 3. [Registered at the General Post Office]

SATURDAY, DECEMBER 21, 1889.

[For Transmission Abroad as a Newspaper.]

ONE PENNY.

## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:*—"This meeting pledges itself to support SEAFARING."

*Ship Masters' and Certificated Officers' Union.*

"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

*Morning Advertiser.*—"Able and smartly written."

*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynolds's Weekly Newspaper.*—"A bright little paper."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

*Coast Seamen's Union (San Francisco).*—"Delightful and interesting, and a worthy champion of the sailors' cause."

*Star.*—"What sailors are interested in, and need to know, is culled from all quarters."

*Liverpool Daily Post.*—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

*Liverpool Mercury.*—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

*Liverpool Echo.*—"Nominal price and multifarious attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard (New York).*—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Southampton Observer.*—"Advocates the interests of seagoing folk with zeal and ability."

*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England."

*Engineers' Gazette.*—"Rapidly improving, both in quality and circulation."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

*South Wales Echo.*—"Well edited, and interesting."

## YARNS.

CXI.

### THE SQUIRE'S GHOST.

A bright, autumnal day; a long and pleasant road; kind friends in the distance; and a hearty welcome at the journey's end. I wonder much whether I shall ever again have time and inclination for those delightful country strolls. Recalling them to mind, I am grateful for the enjoyment they afforded. I have always held the opinion that a country walk cannot be enjoyed in company—the company itself may be good and pleasant, but in that case the walk itself is spoilt. At the time I am now thinking of, my walks nearly always took one direction. The road at every turn presented most delightful views. How well I know every bend of the road, every little hamlet, and all its old-world nooks and corners; its gipsy lanes, the ale-house signs; the quiet churchyards, where the tomb-stones record the humble virtues of those who lie sleeping beneath them; and the broad green meadows, where the cattle look wonderingly over the hedges at the passer-by! Near to my point of destination, I once made a great discovery, and that was, the existence of a very pretty lane, which I had often before passed without notice. Always after the discovery I finished my journey by walking through it. I never passed through it without thinking and believing that it was one of the loveliest spots in the kingdom.

On inquiring I was assured that its real and proper appellation was Linger-lane, and that it had been known as such for generations—in fact, it was the favourite walk of all lovers in that part; and from the habit of "lingering" therein—they being induced to do so by the natural beauty of the locality, if for no other reason—it had gained its present name.

I discovered that the lane well deserved its name. However deserted other parts of the neighbourhood might be, a certain number of loving couples were always to be met with here.

During my frequent visits, and at different seasons of the year, I always made special visits to the lane in question, until I became, in a measure, familiar with the faces and forms of its frequenters. These, I need hardly say, varied considerably, but on all occasions I met one couple that fixed my attention particularly. Regularly every day, and in all weathers, the two were to be met at a certain hour; and from the intense earnestness of their manner, their entire and complete absorption in each other, I augured for them a bright and happy future. I could not, however, but observe that, instead of the light-hearted joyousness that characterised

the appearance of most of the lovers, these two always exhibited a trace of sadness and disquiet entirely out of harmony with their apparent devotion to each other. The girl was singularly beautiful, while the youth was an ordinary specimen of a well-bred young Englishman.

A well-known French writer has declared that "The whole world loves a lover." I need not, therefore, if this assertion be true, apologise to my readers for having subsequently pursued the history of the couple who had interested me so much. For some seasons circumstances prevented me making my accustomed visits, and when I did renew them it is not surprising that, after greetings and mutual inquiries, I should ask for information concerning these lovers. The information I gathered was but fragmentary and imperfect, but by an accident I gained the particulars of the following narrative.

Of course I renewed my acquaintance with Linger-lane; but how different it seemed to the time when I last saw it. Not only did I not meet the lovers of whom I have spoken, but I met none others; the place seemed to have a weird and lonely air, as though it were deserted and avoided.

Musing on what I had heard, and not caring again to visit the spot, I one day explored the neighbourhood in an entirely different direction, when my attention was arrested by a series of shouts of "Yoicks! Tally-ho! Tally-ho!" The inhabitants of the neighbourhood were famous for their hunting propensities, and I had often seen the hounds throw off at a little distance from this particular spot. But now I could see neither horses nor men, nor could I understand from whence the sounds proceeded. I soon discovered that I was in the grounds of an old time-worn mansion.

I observed an old man coming towards me. He asked me very civilly of whom I was in search. I told him I was merely a visitor in the neighbourhood. When I mentioned the name of my friends his manner towards me became very cordial, and we very soon became quite friendly. He invited me to his room and related, in substance, the following narrative.

The old squire, as he was familiarly called, had lived in the same place all his life, as his forefathers for generations past had done. He was a high-spirited, passionate, proud old fellow, arrogant and tyrannical, good-natured to all who paid homage to him, implacable in his resentment towards those who disputed his will. In that quiet, primitive place nearly everyone bowed to his decision, and if any adventurous spirit rose up against him and questioned his authority, he found it almost impossible to get a living in the place, and was compelled, of sheer necessity, either to kiss the rod or migrate.

The old squire had one son only, to whom

had been left by a relative a piece of ground known as Five-acre Field; for anything else he was dependent on his father. The son inherited much of his parent's nature—he was bold, energetic, incapable of self-control, tolerating no restraint, but withal popular, as such persons often are, amongst a coarse and servile population. They were both keen sportsmen, and loved horses and dogs, after the nature of such men—that is, they loved them because upon them they could exercise their strength and authority; and horses and dogs make but little resistance thereto.

Well, the young man fell in love with a lovely girl, his love being evidently returned, and during the courtship their constancy and affection for each other came to be quoted almost as a proverb in the place. The engagement was kept secret from the father, as the girl's position was inferior to that of her lover's, he hoping to find some solution of the difficulty in which they were placed. At last the old squire heard of it, and his rage and indignation knew no bounds; he upbraided his son in no measured terms, and the son returned the reproaches heaped on him, as might be expected.

As ill-fortune would have it, this quarrel took place in Linger-lane, the scene of so many happy meetings between the lovers, when father and son were returning from the hunt. As they passed the Five-acre Field the old squire said, tauntingly—

"Look, Dick, that is your property, and all you'll ever have if you marry that girl."

"It is all I ever will have; nor will I ever take a shilling from you or a rood of your land; nor will I ever see your face again until you meet me in Five-acre Field and apologise to me for your conduct this morning." With that he rode off, packed up a few personal effects, and left the neighbourhood.

The old squire, who was still in the prime of life, seemed, for a time, glad that his son had gone away; he never mentioned his name; nor did anyone else, in his hearing.

Months went by; it was whispered that Dick had gone to Australia. Nothing certain was known of him, and the old squire showed no sign of being concerned for the fate of his son. The poor girl who was the innocent cause of the quarrel between father and son seemed for a time to grow more beautiful, and gradually more delicate, until it was gossiped that she was dying of love. Certain it is that she did die, and that without ever again seeing the face of the man she loved.

"And now," said the old man, "I'll tell you how it all ended, sir. Last Christmas morning the old squire ordered round his favourite hunter, a flea-bitten grey mare. He ordered me to go with him, and we galloped many a mile, straight across country, the old squire saying never a word. At last, as we neared home, he drew rein near the spot where he and his boy had quarrelled, and as we walked our horses slowly through the lane, the squire looked from side to side as though in search of someone. At last he shouted with all his voice, 'Yoicks! Tally-ho! There's Dick in the Five-acre Field; I'm going to him, you stop where you are,' and away flew the grey mare with the squire, over hedge and ditch, across the Five-acre Field; and I declare, sir, as true as you're sitting there, that I saw the squire and Dick riding side by side as hard as their horses could go. My wife says it was all my fancy; perhaps it was. I know that after a time, feeling

anxious, I followed the squire, and when I found him he was stone dead, and the grey mare was standing quietly by his side."

"And Dick?"

"Never been heard of from that day to this. I have heard it said that he died on Christmas Day in a foreign hospital, but I don't know for certain."

"And the noises that I heard?"

"Well, you see, sir, he was a good master to me, and I believe in his heart he loved Master Dick; and perhaps Dick may come back some day, sir, though I don't believe he ever will; and you know, sir, when folks think a house is haunted, they're not quite so fast in taking possession. So here am I and my old wife, and we mean to stop here as long as we can."

This, then, was the end of my sentimental musings, and the sequel to the very pretty love story which I had hoped would end happily, when, in the pride of their youth and love, I first made acquaintance with the history of the Lovers of Linger-lane.

## "JUSTICE."

### SAILORS AMONG LAWYERS.

At Liverpool Assizes, on 16th December, William Gold-pring, 28, sailor, was indicted for having on the 12th October, on board the British ship *Marlborough*, when on the high seas, feloniously wounded Andrew Rock, with intent to murder him. Mr. H. Swift prosecuted, and Mr. Segar defended. The case for the prosecution was that Andrew Rock was the second mate of the *Marlborough*, and prisoner was shipped as an A.B. at Boston. On the 11th October the ship arrived off Sandy Hook, and prosecutor found it necessary to give certain orders to prisoner and some other sailors. The orders were not properly carried out, and Rock complained about it. Prisoner replied that he would hit prosecutor on the nose. Later on prosecutor saw prisoner approaching him with a handspike in his hand and in an attitude of attack. Prosecutor, seeing this, put his right hand to his revolver pocket, hoping by this to frighten prisoner away. As a matter of fact at the time prosecutor had no revolver on him. Instead of going away, however, prisoner rushed at Rock and stabbed him with a knife four times on the shoulder. Rock moved away to go below. Prisoner followed, and because Rock would not remain to fight he again stabbed him, this time in the left groin. When handed over to the police the prisoner said he did it in self-defence. Mr. Segar contended that the charge of attempting to murder was not made out. Prisoner certainly did use the knife, but the question was, was he not justified in doing so? Did prisoner believe that he was in danger of being shot by the second mate, who had previously shot one of the crew named Gallagher in the leg with a revolver? It was quite obvious that some sort of violence had been used on board this vessel, and prisoner was afraid that his life was in danger. What he did was done in self-defence, and the jury should not, if they believed that, even find prisoner guilty of maliciously wounding. The jury found prisoner guilty of wounding with intent to do grievous bodily harm, the judge sentenced him to nine months' imprisonment with hard labour.

At Cardiff Police Court, on 13th December, five Norwegian seamen, part of the crew of the British ship *Atlantic*, were charged with deserting from that vessel on the 5th inst. The men protested that the ship was unseaworthy and was not in a fit state to proceed to sea. Evidence was given by surveyors that she only leaked to the extent of three inches in twelve hours in the dock, but the men declared that this would be much increased when she got to sea. The bench "did not think a ship that leaked only to the extent of three inches was unseaworthy," and ordered the men to be in twelve hours on board, but at the same time directed the attention of the Norwegian Consul to be called to their statement.

At the Newport Police Court, on 12th December, four seamen were summoned for refusing to proceed to sea in the *City of Gloucester* (s.) Captain Evan Evans, superintendent of the Bristol City Line of Steamers, prosecuted. In reply to the charge, each of the men said the accommodation on board was inadequate for them, water falling on them as they lay in their bunks. Captain Evans

said the objection raised was simply absurd. The water they complained of was caused by the air evaporating and resting on the iron, and then dripping into the fore-castle. This occurred on board every steel steamship, but could be prevented by the men making use of the ventilators. The ship was fitted with all the most modern improvements, and the accommodation was all that could be desired. The men did not complain till that morning, although they had been on a voyage in her. The vessel, which was a new one, had been surveyed at Bristol by the Board of Trade and Port Sanitary Authority. The men stuck to their contention, one describing the fore-castle as a "damp tank." The stipendiary arranged for a Lloyd's surveyor to inspect the accommodation, and meanwhile adjourned the case. Mr. Ashton, after inspecting the ship, reported to the bench that the excuse raised by the defendants was a very frivolous one, the fore-castle accommodation being excellent, and equal to anything he had seen. The men were ordered to go on board immediately, and to pay the costs, 19s. 1d. each.

## SEAMEN SCABS AND THE GAS STRIKE.

The Seamen's Union have joined hands with the coal porters to assist the gas stokers by refusing to carry coals to any of the South Metropolitan Gas Company's stations. On Sunday last Mr. J. H. Wilson addressed a meeting of coal trimmers and teamers at Tyne Dock, and made arrangements for other meetings during the week, with the object of securing their co-operation. A large number of men employed in the boats carrying coals from the North to the Gas Company struck on Monday, but scabs from the Sunderland local society filled their places. However, they could not manage to secure more than sufficient scabs to fill the places of three crews of our members. Mr. Geo. Fysh (a member of the Executive Council) and Mr. T. H. Clark (Green's Home secretary) visited Sunderland and Shields on Monday and Tuesday last, and rendered valuable assistance by accompanying the general secretary to interview the managers of the Lambton fleet of steamers, who seemed rather to favour the Seamen's Union. The whole of the men in this company are members of the local society. This local society has decided to engage an expelled member of the National Union, and one who has gained considerable notoriety for his malignant attacks upon the National Union and its officials, but which have had about as much effect as a mosquito upon an elephant's back. This local society has also decided to open branches in all ports in the United Kingdom. We are pleased to learn this, for whilst Mr. Wilson was nine years a member of their society, he could never get it drilled into the other members' heads that a National Union was the thing to benefit sailors and firemen. It is to be hoped, however, that after they have commenced to extend, they will not get unnecessarily alarmed at the large increase in their expenditure, as they have only a small amount of capital; and should they make large draws upon their resources to maintain their "Catiline," that they will not turn funky on the job, and withdraw before they have spent their twelve years' savings, which amount to something like £250 (about one day's income of the National Union). We may further say that "Catiline" has been engaged by the local society for their New Year's festivities for the purpose of denouncing Mr. J. H. Wilson (no charge for this gratuitous advertisement). As this great personage, who is intimately connected with Marc Antony, Julius Caesar, Brutus, and others, has been devoting the whole of his time during the last nine months in slandering the general secretary, we are confident that after the next attack the general secretary will still survive, and it will have no effect except upon scabs of "Catiline's" own magnitude. —(Communicated).

Members of the Sailors' Union now serving on board vessels in the Tyne are signing and presenting to their captains the following notice:—We, the undersigned, in pursuance of instructions received from our executive council, hereby give you 24 hours' notice to terminate our agreement with you and the owners of the said vessel, unless you can agree to the following terms, viz.: "That your vessel shall not carry any coals to any of the following places for the South Metropolitan Gas Co., viz.: Vauxhall, Rotherhithe, East Greenwich, Greenwich, Deptford Creek, or Bankside, or any other station on the Thames, where coals may be landed for said Company; and, moreover, should it be found that any coals so shipped shall be for the said South Metropolitan Gas Company, we



hereby give you further notice that we shall claim that this notice shall be sufficient for us to claim our discharges at the port of arrival and the payment of our expenses to the port of loading, and that your signature hereto shall be binding upon you and the said owners."—We may add that several vessels are now detained in the Tyne owing to the strike of sailors.

Several attempts have been made to settle the strike, but up to Thursday evening without success. As the Sailors' and Firemen's Union cannot recognise the Sunderland local society as a Trades Union, after the action of its members in taking the place of Union men, the London Coal Porters' Union have decided not to discharge boats arriving in London with coals for the South Metropolitan Gas Company with such scab crews. The Lambton boats at present in the Thames will, it is stated, get their cargoes discharged, but the London Coal Porters' Union give notice that after this they will not discharge boats unless manned by members of the National Sailors' and Firemen's Union. The strikers are to hold a demonstration in Hyde Park on Sunday. The officials of the Sailors' and Firemen's Union are rendering the strikers all the help that they possibly can. Some miserable creatures have taken the places of the stokers on strike, but cannot keep up a proper supply of gas. These traitors to the cause of Labour excite such universal execration, that they were smuggled under strong police escorts into the works, the authorities being afraid of popular indignation.

### SHIPMASTERS' AND OFFICERS' UNION.

Captain Luccock writes:—"All efforts have been used to induce the officers and masters of the London steam colliers to join this Union. I have been around the Tyne Dock on board of the steam colliers trading to London, especially those steamers running for the South Metropolitan Gas Works. It is urgently requested that the coal-heavers in London will be particular in seeing that the masters and mates produce their card of membership of this Union of Shipmasters' and Officers', and be satisfied that the name of Joseph H. Wilson is on the back of the card as general manager. This Union trusts that other Unionists will see to this, as it is our firm determination to have Union crews fore and aft in British ships. This Union has now been in existence since the 15th day of May, 1889, and was duly registered on the 2nd of December, 1889. It has branches in South Shields, Newcastle, Great Grimsby, Burntisland, Blyth, Southampton, Leith, Glasgow, London (Green's Home), and branches will be opened in Bristol, Cardiff, Newport, Swansea, W. Hartlepool, during this week. We earnestly trust that our London shipworkers will press the matter hard upon masters and officers of our ships and steamers, just as hard as we are pressing for their interests here in the north, especially those boats running for the South Metropolitan Gas Works in London.

AUSTRALIAN advices to hand, dated Sydney 10th November, state that further seizures of cigars are reported from the Customs.

The shipbuilding on the Mersey during the year now closing shows a total for the year of 35,773 tons, as compared with 22,538 tons in 1888, or an increase of 13,235 tons. The total for 1887 was 10,664 tons, and 20,966 tons in 1886. The prospects for the coming year are encouraging.

THE Cunard steamer *Etruria*, from New York, brought the other day intelligence that a white painted raft, consisting of two cylinders with a platform between them, on which were lashed the dead bodies of three men, was passed on the 4th inst., east of the Delaware Cape, by the barque *Christian Schriver*, and almost immediately afterwards an immense quantity of wreckage was also passed, among which was the floating corpse of a woman lashed to a lifebuoy. The wreckage appeared to be that of a steamer.

A SUIT, brought by the owner of the fishing-boat *Fern* against the fishing-boat *Beaconsfield*, was heard at Lowestoft. The claim was £75 for damage alleged to have been caused to the nets of the *Fern* by the *Beaconsfield*. It was alleged by the plaintiff and his witnesses that on the 3rd November, while fishing off Smith's Knowl with other boats, and having shot their nets, the *Beaconsfield* came up, and her nets were shot so close to those of the *Fern* as to cause the nets to foul, with the result that a number of her nets were spoiled, and damage done to the amount claimed. The defence was that the *Beaconsfield* took up her berth before the *Fern*, and that it was not her fault; that the damage was done by the fault of the *Fern*, which took up a foul berth. Judgment for defendants.

## CORRESPONDENCE.

### A FEW SUGGESTIONS.

To the Editor.

DEAR SIR,—Will you permit me, through the medium of SEAFARING, to offer a few suggestions for the consideration of every branch of the Union? 1st, with reference to "black sheep." One class of these gentry, who cause much annoyance and who are virtually frauds on genuine members, comprises those who join the Union, but, after receiving their cards, never pay another cent until they are caught by some secretary or delegate. Then they are full of all sorts of fabricated excuses for being in arrears, or they profess to have lost their cards, and coolly propose to rejoin at the particular branch where they are overhauled. I would respectfully suggest that all secretaries should forward monthly to each and every branch a list of their members who are over 13 weeks in arrear without just cause for so being. No doubt in large branches this will cause a certain amount of extra work for some time, but it would effectually decrease the number of these stragglers, if they knew that, no matter what port they visited in Great Britain and Ireland, their names, etc., were in the hands of the branch secretary. 2ndly, if members, who, without giving the requisite notice, allowed themselves to fall 26 weeks behind with their contributions, were everywhere charged a uniform re-entrance fee of 20s. (always for the same branch to which they originally belonged), and contributions from the date of the opening of their branch, these "Union" men would take care that they did not lapse a second time. Besides, it is manifestly unjust to really financial members, that fellows of this stamp should enjoy Union wages and pay nothing towards obtaining and maintaining them, and yet should be enabled to enrol themselves afresh in a strange port through the secretary being unacquainted with them. The monthly black list would obviate this. 3rdly, members who really lose their cards, through carelessness, should be charged for a duplicate at least one shilling, in addition to the cost of communication with their branch. It is impossible to say into whose hands the lost cards may fall, and by such carelessness many a "scab" is, without doubt, at the present moment, parading in the character of a Unionist. 4thly, every branch should advertise in SEAFARING the names and ratings of expelled members, in order that these ill weeds may be completely excluded from our ranks. 5th, It seems to me that we should take a leaf out of our Californian cousin's book and should make it a rule that a sea-going delegate should be chosen out of every Union crew on board ship. He should be authorised to examine all cards and to report to the nearest branch secretary the names of all members in arrears, and also all breaches of the rules or of discipline which may occur during the voyage. This would have the effect of keeping men straight, and would make Union crews both respected and sought after by masters and engineers. 6th, That on and after 1st January, 1890, the entrance fees in every branch should be equalised. Is it not rather an anomaly in this respect that such differences should exist, as follows, for example? Greenock 10s. 6d., Glasgow 10s., Leith 7s. 6d., Grangemouth 5s., Burntisland 5s., none of these ports being thirty miles distant from one another. Again, South Shields 10s., Newcastle-on-Tyne 7s. 6d., and least of all Southampton 2s. 6d. If the entrance fee of each branch were inserted after the secretary's name in SEAFARING I am confident that the absurdity of this would be at once apparent. I trust, Mr. Editor, that your readers will understand that I do not wish to force these suggestions on any one branch, but hope they will consider them and criticise them if they think fit, in your columns next week. With best wishes for the continued success of SEAFARING.—I am, yours in unity,

9th Dec., 1889.

DAVY JONES.

### GRIEVANCES.

To the Editor.

DEAR SIR,—I should like to call the attention of the members of our Union through the columns of our valuable craft, SEAFARING, to the following that occurred on Saturday, 30th November, on board the s.s. *Srathendrick*, in the South West India Docks, London. She was going to Barrow-in-Furness and back, a double run, the captain having failed to get a crew to sign for the round voyage, as she is going to finish loading here for Cape Town. He gave the job to a man named Michael Tye, to supply him with men to take her by the run. Some

of our members who had been following the ship up for a job two or three days, on hearing of this, went to Green's Home Branch, and got the delegate to go to the ship to see what he could do in the matter. He had an interview with the captain, who exposed his hand, and enabled us to see plainly the reason he had such a dislike to our Union, by showing the delegate a cutting from a Liverpool newspaper, that he had himself written, complaining of how he had been treated by our General Secretary, Mr. J. H. Wilson, who, it appears, frustrated him in his designs to obtain a cheap crew. But seeing there was no getting out of it for him, he consented to take Union men, and told the delegate to be on board at 5 p.m., with men to sign. A few minutes after, Mr. Tye came aboard with some of his men, and we had a strong argument with them about doing our work, and they told us we were b—— fools to pay 5d. per week. They said they paid 1½d. per week to their Union, the Riggers and Runners, one of them termed it, and had as much right to take the ship as we had. After a great deal of talk, Tye said he had got men for this skipper several times before, and he should not be done out of this run, for he would take his men and join the Union, and left the ship to do so. They did not turn up at Green's Home, however, so we came to the conclusion that they had abandoned their intentions. We were aboard the ship at 5 p.m., the two delegates and the firemen and sailors, all Union men, waiting for the captain to come to sign. About 5.30 Mr. Tye arrived with his men, four of them, and produced a permit that they had obtained from the Secretary of Tower Hill Branch, by a deposit of two shillings, on the understanding that they would join when they came back. The captain had arrived by this time, and the delegates said they did not recognise the permit. At this the captain began to rave again about our General Secretary and his Liverpool grievance, and asked Tye if he could get him some firemen. If he could, he said, he would carry no Union men at all. He said he could get as many as he liked in an hour, but as the ship was waiting to go out of dock, he did not have time, and as the captain was anxious about getting his ship away that tide, he agreed to lend them the money to join the Union at once. The two delegates were fairly puzzled how to act under the circumstances. Seeing that the men had this permit from Tower Hill Branch, properly signed by the Secretary and stamped, and the ship was on the point of moving, they had no alternative but to enroll them. But before leaving, Michael Tye promised to leave his mark on the delegate, Mr. Palmer, when he came back from Barrow. I was so disgusted at the proceedings that I brought my bag ashore, seeing that several of our brother members had been following the job up for two days, for it is plain enough to be seen by a blind man, by the conduct of Tye and his men on being forced to pay the full entrance fee and the promised compliment to the delegate, that they never intended to pay more than two shillings for their double run. Hoping you will excuse me, for occupying so much space in your valuable paper, —I remain, yours faithfully,

JOSEPH STONE,

Fireman, Tidal Basin Branch.

53, Swanscombe-street,  
Canning Town, E.  
4th December, 1889.

### WHO'S TO BLAME?

To the Editor.

SIR,—Some time ago, when our workhouses were being requisitioned to provide able seamen for the mercantile marine I submitted a definition of a seaworthy ship which you were good enough to insert. It might just now bear repetition with advantage; because the better informed every man and boy going to sea becomes as to what constitutes a seaworthy ship, the less will be his liability to be drowned according to "Act of Parliament." He will also avoid the liability to be punished by "Act of Parliament," for mistaking an unseaworthy ship for one that is not—in the opinion of the experts usually called upon to decide in such cases. By the term seaworthy is meant: That the ship is in every respect fit for the intended voyage, i.e., that she is stiff, light, staunch, strong, properly rigged, fitted, and trimmed for the voyage; that she has a sufficient number of competent seamen to work her under the most adverse circumstances; that the master and officers shall be not only thoroughly acquainted with every branch of seamanship and navigation, but have the proper instruments, books, and charts to enable them to perform their duties in a proper manner. In addition to the above, in the case of a steamship, she should have a sufficient number of competent engineers and firemen. I believe that in the case of an insured ship, deficiency in any one of these particulars would suffice

to vitiate the insurance. As an instance of what deficiency under only one heading in the Wreck Abstracts is capable of effecting: out of 7,213 total losses (missing vessels and collisions excluded), 412 arose merely from defects in equipment or charts. The term "equipment" is rather vague, but one must take these abstracts as one finds them. I have seen a steamship the market value of which would probably be £150,000, with a standard compass so placed, that I should have considered her defective in equipment. It is, however, tolerably safe to hazard the conjecture that this is not the kind of defectiveness referred to in the Wreck Abstract. I hope Mr. Plimsoll may obtain all due support in his endeavours to prevent overloading; but I do not regard a scientific load line as the panacea for every evil afloat. Ships founder because too much water gets into them; and too much water gets into them from many causes beside overloading. During many years afloat, I have been in great danger in ships that were improperly without being overlaid, than in simply deep laden ships; and my narrowest escape from foundering was in a new steamer, bought off the stocks by a firm completely above all suspicion of being connected with an unseaworthy ship. The weather encountered was certainly very severe; but any other of the same Company's faithfully built mail steamers would have passed uninjured through that which all but swamped this outsider. When her totally damaged cargo was discharged, a well-defined water line inside indicated how near she had come to taking a place amongst the missing. On her return to England, she was converted into a seaworthy ship by another builder, at a cost of many thousands, and, I think, is running still as a royal mail steamer. The point of my reference to this ship is, that she might have many voyages without encountering the weather which she did on her first, and her unseaworthiness might have remained unsuspected till too late. Sentence on slop work, which is very evil work, is not always executed speedily; and I have since seen many 100 A1 ships very much worse both in material and model; and, let me observe, shape has a great deal to do with seaworthiness. Will those whom it most concerns, attentively study the following contributory causes to our "Tribute to the Sea," as I have somewhere seen our drowning bill euphemistically designated? Sailing vessels totally lost. Years 1875 to 1885 inclusive:—

	per cent.	Loss of Life	per cent.
By Collision ..	7.25	..	4.27
By Stranding ..	56.70	..	20.43
By Foundering ..	17.47	..	6.60
Missing ..	12.86	..	67.27
Other causes ..	5.70	..	1.40
	99.98		99.97

Steamers totally lost. Years 1875 to 1885 inclusive:—

	per cent.	Loss of Life	per cent.
By Collision ..	14.57	..	8.14
By Stranding ..	60.53	..	23.34
By Foundering ..	10.82	..	11.38
Missing ..	10.82	..	56.01
Other causes ..	3.24	..	1.11
	99.94		99.98

Every ship afloat might sail in ballast for ever, and the loss of life and property arising from strandings remain undiminished. When a ship is missing, every theorist may claim her in support of his theory. It is otherwise with strandings. The total number of these, for which the above percentage is given, is large enough; the period sufficiently extended; the inquiries ample for their cause to be known with all but absolute certainty. Why, then, not proceed from what we know to what we do not know? Whatever will diminish the number of strandings, will tend to diminish the number of missing ships. The question is: What is the cause of these strandings? Who is responsible for them? If specimen sets of our Board of Trade examination papers for master from 1855 to 1875, as well as for subsequent years up to date, could be submitted to the Maritime Conference at Washington for opinion respecting their adequacy to test the competency of a candidate to fulfil the duties of a master in the merchant service, such an opinion would carry inestimable weight, and settle beyond all doubt with whom rests the responsibility for much preventable as well as deplorable loss of life at sea.—Yours respectfully,

INQUIRER.

#### THE LATE MR. CASTLES.

To the Editor.

DEAR SIR,—It was with very deep regret the Liverpool members learnt that Mr. J. Castles, the secretary of the Plymouth branch, was dead. It seemed, when the intimation arrived, as though a thunderbolt had dropped in our midst to all those who remember during our late strike his untiring energy in the path of duty, displayed in impersonating scabs and others for ascertaining the true position of affairs; to his efforts in this direction a great deal of the knowledge gained was due. Now that he is called away from the path of duty which he was so vigorously pursuing in Plymouth, the men of Liverpool feel that a deep debt of gratitude is due to his memory. Had his life been spared a little longer to see the results of his labour, it would have been satisfactory to himself, and to the Union generally. But Providence has willed it otherwise, and called him away to that bourne from whence no traveller returns, and we must bow to the inevitable. But while doing so we cannot forget that he leaves a wife and family to mourn his loss. Their bread-winner has been snatched away ruthlessly, as it were, leaving them to the cold charity of public benevolence, which too often means forgetfulness and neglect. But we hope the Executive will never allow it to be recorded in the annals of this Union that they were wanting in rendering succour to sufferers deprived of a husband and father while doing duty under the Union standard. I am not supposing for one moment that such will be the case, but it might not be out of place to remind the Executive that there are duties in connection with our organisation which are incumbent, and require to be performed quickly, without waiting for any formula which is necessary in most respects to carry into effect. A vote of condolence and sympathy will be seen in the record of the general meeting of the Liverpool Branch.—I remain, yours etc.,

W. NICHOLSON.

Liverpool, 15th December, 1889.

#### GRIEVANCES.

To the Editor.

SIR,—Through the medium of your valuable paper which advocates so much seamen's rights, and I'm glad to see officers' rights also, here is a case, which deserves or ought to be looked into. In one of the railway company's steamers running across Channel to the Channel Islands (not the South Western Co.), a man who had been in the Company for a number of years till he attained the position of chief officer, was politely told the other day that he would have to leave. Thunderstruck, the man asked the reason why. The captain told him he knew nothing about it, and to go to the office, where he was told that he was too old, nothing else against him. He leaves, and lo and behold! instead of a young man taking his place it is a very much older one (I forgot to say that the age of the officer who left is about 46). Now, Sir, is that fair play? Surely the directors do not know anything about this, or else these things would not happen. I write this in pity's sake, as here is a man in the winter with nothing to do, and a wife and family to look after. I hope that this will meet the eye of the person who was the cause of it, and that this will be remedied and looked to.—

HUMANITY.

To the Editor.

DEAR SIR,—I hope you may oblige me by inserting a little constant grievance, to let the public see it. I am in a cargo coasting boat. I might safely say out of the last 16 Sundays we only got two on shore at home and one in another port, besides there were two out of that quantity the half was off when we arrived. For nine or ten Saturday nights in succession we sailed after arriving in port the same morning or late the night before, besides one passage out of every three or four. We are steaming through a steady gale, and when our watch on deck is up we go below to sleep in a supposed forecastle, indeed not fit for animals much less humans. Again, we are standing in most cases all night on foot taking in cargo before sailing. My clergyman asked me lately why I never went to church for a long time. He was surprised, because he thought passenger-boats were generally in harbour on Sunday. Such is the ignorance even of our learned gentlemen who are preaching to men who have fellow creatures toiling on the ocean. I say this should be put down, and give us one day out of seven, so God says. Sir, forgive me for intruding.—Yours in unity,

A MEMBER OF THE UNION.

Belfast, 10th December.

#### SYMPATHY.

To the Editor.

DEAR MR. EDITOR,—Will you allow me through your valuable paper, to express my deepest sympathy with the widow of Mr. G. F. Kirkham? His fate was, indeed, a sad one—surely, if anyone is to be blamed for the occurrence, that one must always remember that through neglect a soul was sent without a moment's warning to eternity, and a happy wife became a sad widow. I enclose a few verses, which if they meet your approval kindly publish in SEAFARING. Your kindness on a former occasion encourages me to hope they will be inserted.—Believe me, yours in Unionism.

A MEMBER'S WIFE.

11th Dec., 1889.

How sad the tale that fills my heart with gloom,  
Hard fate, alas! that things like this should be,  
A fellow-man, a seaman, meets a doom  
Too common in the stories of the sea.

Kirkham his name. This sailor gave his life  
To duty on the steamer named *King Choo*;  
Ah! little thought his anxious, loving, wife  
They'd meet no more when last they said adieu.

It chanced the breeze blew strong, the vessel  
roll'd,  
While Kirkham to unloose a sail was sent,  
When, quicker than the story can be told,  
He lost his hold and overboard he went.

"Man overboard" was called on every side—  
What seaman's heart thrills not at that dread  
cry?—

To launch the unready boat upon the tide  
His shipmates throng and all too vainly try.

For, filled as most boats are with old refuse,  
Instead of being ready to let go;  
Long ere she is got out she is no use,  
And Kirkham's sunk the yawning waves below.

Ere this the life-buoys to him had been thrown,  
In anxious haste, but neither reached he;  
His soul to Him who gave it straight had flown,  
O God, that this a seaman's fate should be.

"Ships Spoken" and several letters are held over for want of space.

C. HANSEN.—If you like to write your letter again on one side of the paper only we shall insert it.

AT Liverpool the master of the steamer *Nicola* has been fined £5 and costs for giving a false entry as to her draught of water while entering one of the docks. This was regarded as a very serious offence, for vessels were very frequently taken into dock with only half an inch of water beneath them. The maximum penalty was £100. The defendant admitted that a mistake had been made as to the draught, but pleaded ignorance of the rules. In foreign ports it was customary to provide captains with the rules of the port in a language they understood, but this was not done in Liverpool. It was a great hardship to captains who did not understand English.

THE "PROVINCIA" (S.).—The Marine Court at Gibraltar, held to inquire into the circumstances attending the casualty to the *Provincia*, of Glasgow, through collision with the Norwegian steamship *Alliance* in Straits of Gibraltar, by reason of which loss of life ensued, has decided "that the collision was partly due to the improper and careless navigation of the former vessel; but whether there was any contributory negligence on the part of the *Alliance* we are not prepared to say. That the master of the *Provincia*, Mr. Donald Mackenzie, was guilty of gross neglect in going to bed at 10 p.m., before his ship was clear of the Straits of Gibraltar; and that the arrangements for the look-out men making their reports on board the *Provincia* were faulty in the extreme. But, in consideration of the circumstances under which the owners are placed, we refrain from dealing with his certificate, and leave the matter for the consideration of the Board of Trade. We are also of opinion that a good and proper look-out was not kept by the officer of the watch of the *Provincia*, Mr. Frederick Watson Black, chief mate, after his first seeing the masthead light of the *Alliance*, and that he was guilty of gross carelessness in not stopping and reversing the engines when he saw collision was inevitable. With regard to dealing with his certificate, we also prefer leaving any decision to the Board of Trade, in view of the fact that he has to stand his trial for manslaughter at Gibraltar. With regard, however, to the charge of drunkenness against him, we believe it to be entirely devoid of foundation."



## SEAFARING DISASTERS.

*Ann and Helen*, see *Zaripha*.

*Albert William*, from Iquique, at Falmouth, with maintopmast and main boom sprung.

*Archimedes*, s, Liverpool for Rosario, put into Holyhead with port boiler leaking and portion of cargo adrift.

*Arthur*, ketch, of Lowestoft, Montrose for Southampton, laden with potatoes, has been assisted into Great Yarmouth harbour, leaky.

*Asterop*, yacht, from Liverpool to Port Royal, in entering the inner harbour, Holyhead, stranded on the breakwater backing. Was assisted off by tug; agreement, £30.

*Agricola*, brig, of Shoreham, was ashore on the rocks at Flamborough Head during fog, but got afloat and proceeded. It is thought, as sea was smooth, she sustained no serious damage.

*Alexandra*, British barque, loading at Rettimo, reported in dangerous position, blowing hard from N.N.E., with a heavy sea. H.M.S. *Fearless* went to assist. Her help refused.

*Ardoe*, s, of Aberdeen, from Tyne for Carthage, put back to North Shields, with boilers leaking.

*Beltana*, British barque, Adelaide for London, at Lyttelton, with cargo on fire.

*Ben Olune*, s, arrived at Barry with blades of propeller broken, supposed done by striking sunken barge coming down River Thames.

*Baron Hambro*, s, of Cardiff, coal laden, when entering the East Basin, Cardiff, from dock, came with great violence against the boom protecting the outer gates, smashing boom in two, and damaged upper part of gate's bridge. Steamer proceeded to sea.

*Christabel*, British barque, which sailed from London on 23rd September for St. John's, Newfoundland, put back to Plymouth, pumps choked, fore-rigging carried away, short of provisions. Much anxiety has been felt for her safety, and 90 guineas per cent. premium are stated to have been paid on her.

*Caledonia*, see *Sir H. Havelock* and *Deronda*.

*Crete*, s, Newcastle, from Savannah for Reval, on proceeding up Tyne collided with barque *Vale of Nith*, and received damage to main rail, bulwarks, and stanchions; also carrying away the port main rigging. Barque had main rigging carried away.

*Clifton Grove*.—A telegram from Trouville, dated Deauville, 14th December, states that *Clifton Grove* grounded, but will probably come off.

*City of Oxford*, s, Calcutta for London, grounded, 14th December, on the bank of the Chalouf section of the Suez Canal. Navigation obstructed. Got off 16th December.

*Charlam*, see *Kottingham*.

*Coleridge*, Port Spain for Bremen, put into Bermuda, 1st December, leaky.

*Challenge*, smack, sunk north of Flamborough Head, 16th December; crew landed in own boat.

*Columbia*, H 42, steam trawler, from the fishing ground, stranded at Sandlemere 17th December, but came off, and proceeded for Hull.

*Charles Napier*.—Telegram from Patras states: A schooner is ashore Fidiari, supposed to be *Charles Napier*.

*Chemiston* British s, has been towed into Malta, having lost all blades, propeller, and foretopmast, 13th December. The captain was also lost overboard.

*Chanticleer*, s, of West Hartlepool, from Blyth for Solvesberg (Sweden) with coals, was posted 18th December, at Lloyd's, as missing.

*Dudley*, s, of Newcastle, from Drontheim for Ipswich, at Harwich, experienced very heavy weather off coast of Norway. The boatswain was washed overboard and steering-wheel broken; bridge and lifeboat smashed, and considerable other damage.

*Derona* and *Caledonia*, steamers, in collision in the River Wear. Both slightly damaged.

*Durham*.—Cable from Oakland (California) states: British ship *Durham*, lying at Port Costa, took fire in port; fire extinguished; thirteen feet of water in hold; vessel sustained extensive damage.

*Excelsior*, barge, of London, from Dunkirk, with superphosphate, has been assisted into Ramsgate by smacksmen with loss of mast and sails and all gear attached; no agreement.

*Elisa*, Freighter for Boulogne, has gone ashore at Ambleuse, and is making water badly.

*Eastbourne*.—Lloyd's agent at Hamburg telegraphs: British steamers *Eastbourne*, *Romanby*, and *Hove* (Wave), all three from Odessa, are aground at Lucha, Schulan, and Finkenwaerder respectively.

*Gleaner*, of Preston, Liverpool for Creetown, cargo coal, cotton, and corn, when at anchor in the Mersey, grounded on a supposed anchor, which pierced bottom, causing vessel to fill. She was

beached and hole plugged, and afterwards docked to discharge and repair.

*Grobe*, s, Hamburg to London, general cargo, ashore Thorpeness, near Aldeburgh.

*Ingrid*, schooner, of Padstow, coal laden, towed into Lowestoft dismantled and derelict; vessel tight.

*Inchulva*, s, detained at Mobile in consequence of propeller broken. Part cargo will have to be discharged to repair.

*Irene*, new ship, which sailed last week for Rio de Janeiro with a cargo of iron pipes, has put back to Greenock with cargo shifted.

*John Ormston*.—Telegram from Hamburg states: British steamer, *John Ormston*, bound from Hamburg to Newcastle, has grounded, and will have to lighten to get off.

*Juan Ramos*, s, Alicante to Cette, put into Rosas with rudder broken and full of water. Cargo will be discharged.

*Joseph*, of Faversham, coal laden, in leaving the Tyne Dock, collided with pier-head, and received damage to bulwarks, stanchions, etc.

*Kent*, see *Zaripha*.

*Kate*, of Salcombe, outward bound from Figueira for Newfoundland, after being 70 days out, put back through stress of weather.

*Kottingham*, of London, in ballast, collided with steamer *Charlam*, of London, at anchor off Gravesend. Former had port side of bridge carried away, and damage to one plate amidships; latter slight damage to port bow. Both have proceeded.

*King Robert*. *Adolph Harboe*, Newcastle for Valparaiso, has put into Stanley, F.I., with loss of bulwarks and stanchions, and reports having passed the *King Robert*, on fire.

*Lizzie*, fishing boat of Teignmouth, No. 126, went ashore at Portlaid 10th December. One man on board saved by ship's boat. *Lizzie* will likely break up.

*Mandalay*, barque, of Glasgow, from Middlesbro' for Bahia Blanca, on Goodwin Sands, cargo being jettisoned, got off, and was towed into the Downs.

*Minnie Eaton*, brigantine, Shields for Guernsey, ashore Whitby rocks, got off, making water.

*Minnie Eaton*, schooner, of Guernsey, coal laden, for Gravesend, which left the Tyne on Saturday, put back to South Shields 17th December, leaky, supposed having struck something.

*Marie*, steamer, of Glasgow, from Waterford, at Barrow, collided with the pier head in docking, doing serious damage to her bow.

*Maid of Anglesea*, schooner, of Truro, from Newcastle with a cargo of soda, ran on the North Sand Head; crew left in own boat were picked up by the *Strathblane*, s, of Glasgow, and landed at Deal by the *Scottish Chieftain*, Deal boat.

*Nyanza*, from Worthington for River Plate, put into Swansea leaky.

*Narmal* grounded, but was afterwards assisted off without having sustained any apparent injury.

*Newbiggen*, s, from Boulogne for Cadiz, at Plymouth, 17th December, with machinery slightly damaged.

*Oregon*, Cardiff for Rosario, put into Swansea with cargo (rails) shifted.

*Progress*, which went ashore Whitton Sand, floated with tug's assistance, after lightening, and docked at Goole, apparently undamaged.

*Platina*, Philadelphia for Santander, arrived at Bermuda with rudder damaged.

*Romanby*, s, see *Eastbourne*.

*Robert*, of Tonsberg, from Quebec for Sligo, with deals, 125 days from date of sailing, and 102 from reported speaking, was posted at Lloyd's, 18th December, as missing.

*Richard Porter*, Hull for Rostock with oil and coal, has been (says Lloyd's agent at Gothenburg) totally wrecked; crew saved.

*Redar*, slates, put into Swansea leaky.

*Ralph Creyke*, s, from Antwerp for Goole, general cargo, grounded on middle sand, Goole Reach; floated with tug's assistance, after lightening and docked. No apparent damage.

*Ruby*, steam fishing boat, Leith to Berwick, stranded 100 yards E.N.E. of Berwick Lighthouse; crew, excepting captain, landed in coble, vessel taken into harbour.

*Stag*, see *Sir H. Havelock*.

*Southmark*, steam collier, of London, Tyne for Dover, in entering Dover Harbour struck dockhead, and sustained damage to starboard bow.

*Sir Henry Havelock*, ship, while in tow of tug *Stag*, collided with the steamer *Caledonia* at Sunderland, and also collided with *Stag*. All three slightly damaged.

*Sea Lark*, Cadiz for Newfoundland, put into Dartmouth with master sick.

*Tenby Castle*, barque, was wrecked night of 18th December, off Penrhos Head Anglesey. The coastguards fired a rocket line, but this failed to reach the ship, and the chief officer, Mr. J. O. Williams, at once despatched a man on horseback to call out the Rhoscolyn lifeboat five miles away.

In the meantime William Owen, pilot, of Holyhead; Geo. Jones, ex-lifeboatman; and John Morris, of Glangorsgoch, farmer, launched a small boat at great risk, and got within ten yards of the ship's side. Through their bravery, three seamen were brought safely ashore. They made a second trip and called out to the eleven men on board to jump into the sea, as the spot where the ship lay was in a very dangerous position. They refused to do so, with the result that they were all drowned. The Holyhead lifeboat on arrival at the spot found the vessel in a sinking condition, and that the crew were not on board. For some time they stood by with the view of picking up the men, but were only successful in rescuing one, a Malay, who died before they reached land.

*Velfaard*, of Slavanger, from Cardiff to Mozambique, with coals and sundry goods, 216 days from sailing, was on 18th December posted at Lloyd's as missing.

*Vesta*, Sunderland to Valparaiso, has been abandoned on fire, at sea; crew landed at Falkland Islands.

*Vale of Nith*, see *Crete*.

*Wave*, s, see *Eastbourne*.

*Will of the Wisp*, steam lighter, grounded in the tidal harbour, Dundee, at low water, and is submerged.

*W. W. Lloyd's*, Rouen to Barrow, in ballast, aground at Piel.

*Wm. Davie*.—The owners of the *Glencoyne*, have received advices from the master stating that he has picked up the crew of the *Wm. Davie* off Cape Horn, and is bringing the entire crew home to a port of call.

*Zaripha*, s, of London, leaving Victoria Dock, London, bound down river, fouled barge *Star*, causing her to drive athwart schooner *Ann and Ellen*, carrying away the schooner's headgear, and losing her own propeller, port davits, and boats, and sustaining serious damage to port quarter and bulwarks. After clearing the schooner she collided with the steamer *Kent*, lying at Corry's Derrick, Bugsby's Hole, doing slight damage to port bow. No persons injured.

*Zulu*, British brigantine, has put into St. Thomas leaky, and with loss of stanchions and bulwarks.

THE P. and O. Company has 72 steamers, which last year "steamed" 2,500,000 miles without accident or delay. The Company paid last year a dividend of 8 per cent.

THE UNITED STATES MERCHANT NAVY.—In a speech before the National Board of Steam Navigation, at its eighteenth annual convention, held in Pittsburgh, Pa., General James S. Negley said:—"Among the duties devolving upon this Board is the advocacy of the establishment of an American merchant marine. The vital and central point of this whole question is whether a nation possessing a Government that is the very incarnation of independence—a nation ranking as one of the most enlightened and richest on earth, with a population numbering 65,000,000, with 6,000 miles of ocean front, and a territory exceeding in area all Europe excepting Russia—can successfully promote and defend its commerce without conducting its own carrying trade and supplying its own mail service. The fact that we possess exhaustless resources, superior labour-saving machinery, more intelligent artisans, and a larger supply of food products, is not sufficient to secure to us our rightful share of the world's commerce if other nations do our carrying trade and regulate and control our mail facilities. The issue is one of far-reaching importance, and one which appeals to the pride and material interests of all classes alike."

THE annual returns of the pilotage service in Liverpool show that the total income last year was £94,670. This included £1,459 received for piloting 995 British coasters inwards, £31,121 for piloting 3,939 British vessels from over-sea, and £7,805 for piloting 1,157 foreign vessels from over-sea, the total from inwards pilotage of 6,091 vessels being £41,230. Outwards the receipts for piloting 1,245 coasters were £1,459; from 3,874 British vessels bound over-sea £17,935, and from 1,165 foreign vessels also so bound £4,022, a total of £23,417 for the outward pilotage of 6,284 vessels. In addition, there was £1,997 for sundry charges, such as detention at sea, etc., and this, with the balance of £27,128 brought forward from the previous year, brings up the total mentioned above. Of the total sum received, £40,985 was the property of the pilots, and £15,660 the property of the Mersey Board for the maintenance of the boats. The balance at the beginning of this year at the credit of the pilot boat account was £34,114.

THE gas stokers of Manchester and Salford have unconditionally surrendered.

## IN THE DOG WATCH.

"An Officer in Sympathy" writes to us from Liverpool:—"I would like to draw your attention to the fact that, by contrast between the two scales of diet drawn on these cuttings, as you will see, a murderer of the deepest dye lives like a king compared with poor Jack; also that it is impossible the British public can understand the way he lives. Hoping you will consider this in the interests of seamen worthy of insertion":—

## MURDERER'S DIET.

Laurie's diet in the Perth Penitentiary is as follows:—Breakfast, 8 ounce oatmeal made into porridge, with three-fourths pint sweet new milk. For dinner—Two pints of barley broth, which is made of ox heads and hough, suet and vegetables, and three-fourths of a pound of wheaten bread. For supper—Two pounds of potatoes, with half-pint sweet milk, or porridge in lieu. Should Laurie on probation be employed at industrial labour his dinner is slightly increased in quantity and is more varied. Twelve ounces of fresh fish is allowed on one day of the week and 2½ lbs. of potatoes, with three-fourths pint of milk and 8 ounces bread, and his supper may consist of coffee and bread. His cell, when working outside all day, is much smaller than it was at Perth, and is not more than 400 cubic feet. His clothing is the same as at Perth, with the addition of a drabbet frock, a pair leggings, and mitts. The colour of the shirt is red. His food is more varied, and greater in quantity. For breakfast he is allowed the same as when on probation. For dinner on four days of the week he is provided with 8 ounces meat, 1 pint broth or soup, and 1 lb. potatoes, or 12 oz. wheaten bread. On one day, 2 pints barley broth, 1 lb. potatoes, and ½ lb. bread; on one day 12 ounces fresh fish, with bread, or 1 lb. of suet pudding—in vernacular of the convict, "plum duff"—and 12 ounces bread. For supper, coffee and bread or porridge and milk.

## SEAMAN'S DIET.

Scale of provisions to be allowed and served out to the crew during the voyage, in addition to the daily issue of lime and lemon juice and sugar, or other antiscorbutics in any case required by 30th and 31st Vict., c. 124, s. 4. —Sunday, 1 lb. bread, 1½ lb. beef, ½ lb. flour; Monday, 1 lb. bread, 1½ lb. pork, one-third pint peas; Tuesday, 1 lb. bread, 1½ lb. beef, ½ lb. flour; Wednesday, 1 lb. bread, 1½ lb. pork, one-third pint peas; Thursday, 1 lb. bread, 1½ lb. beef, ½ lb. flour; Friday, 1 lb. bread, 1½ lb. pork, one-third pint peas; Saturday, 1 lb. bread, 1½ lb. beef, ½ lb. flour; one-third lb. rice. One-eighth ounce tea, ½ ounce coffee, 2 ounces sugar, and 3 quarts water daily. Note.—In any case an equal quantity of fresh meat or fresh vegetables may, at the option of the master, be served out in lieu of the salted or tinned meats or preserved or compressed vegetables named in the above scale. Substitutes.—Equivalent substitutes at the option of the master. No spirits allowed. "Every master shall keep on board proper weights and measures for the purpose of determining the quantities of the several provisions and articles served out, and shall allow the same to be used at the time of serving out such provisions and articles in the presence of a witness whenever any dispute arises about such quantities, and in default shall for every such offence incur a penalty not exceeding Ten Pounds."—(17 and 18 Vict., c. 104, s. 225.)

"The Look-out Man" writes in *Fairplay*, 6th December:—

I understand that at an informal meeting held last week at the Shipmasters' Society Rooms, 60, Fenchurch-street, it was practically decided that a special effort should be made to increase the number of members of the Society, and consequently its influence, especially in the direction of the Mail and Line services, and it is believed that, on their part, the captains and officers of those services are anxious to join the existing Societies. Several commanders and officers connected with the lines are already members of the Society, but what is generally desired is that all masters and officers should affiliate themselves with one or other of the existing Societies in the kingdom. The current activity of the Seamen's and Firemen's Union gives ample reason for this step towards extending combination on the part of the masters. It is to be hoped that the proposed step will commend itself to the profession, and that the Societies may immediately become greatly strengthened.

We commend this to the notice of Mr. J. H. Wilson and Captain Lucock. The Officers' Union, as several correspondents

write to us, must commence active operations in London without delay, otherwise it will lose a great deal of valuable support only waiting to be extended to it.

Now that Captain Nash has made the Southampton Branch of the Sailors' and Firemen's Union a success, it would be well worth while to induce him to come to London, as representative of the Officers' Union. His circle of acquaintances is wide and influential among masters and mates. His education and secretarial abilities are much above the average of certificated men, while his enthusiasm and energies are boundless.

Mr. Alexander Watson Jarvis, M.P. for the King's Lynn division of Norfolk, and son of Sir Lewis Jarvis, agent for the Prince of Wales's estates in Norfolk, has, it appears, promised to become an honorary member of the King's Lynn Branch of the Sailors' and Firemen's Union, and "to support any measures brought forward to advance the interests and welfare of the British Merchant Service," although he is a Conservative. Let us hope that he will keep these promises, and meanwhile diligently read the grievances of seafaring men as set forth by their own letters to us every week, so that he may understand the subject. Let us also hope that many another branch of the Union will induce the M.P. sitting for the division in which it is situated to join the Union as an honorary member.

Last week we made a mistake in referring to Mr. Victor Plarr as late Professor of English Literature at Queen's College, London. He was Professor of Greek—a considerably more difficult study for English speaking people. The fact that he is saturated with Greek literature may help to account for his fine taste and rare sense of beauty. By the way, Mr. Plarr and the Editor of *SEAFARING* think of publishing a volume containing a collection of their verses.

## GOT CERTIFICATES.

As Masters or Mates, during week ended 14th December, 1889.

Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Hatswell, Fredk. Wm.	2 M	London
Thwaites, Geo. R. P.	2 M	London
MacLear, Jno.	O C	London
Chrispin, Thos. J. F.	O C	London
Brown, Thos.	O C	London
Harris, Herbt. C.	O C	London
Chaplin, Ernest A.	O C	London
Axtell, Wilhelm Thos.	1 M	London
Linklater, Thos. B.	1 M	London
Darke, Temperley	Ex. O	London
Hall, Benj. Hy.	O C	Liverpool
Lightfoot, Edwd.	2 M	Liverpool
Jones, Jno.	2 M	Liverpool
Hughes, Jno.	2 M	Liverpool
Jones, Robt.	2 M	Liverpool
Jackson, Alex. E.	2 M	Liverpool
Cartney, Edwd.	2 M	Liverpool
Hollott, Wm.	2 M	Liverpool
Deacon, Jno.	2 M	Liverpool
Eriksson, Lars D.	2 M	Liverpool
Ellis, Thos.	2 M	Liverpool
Jones, Jno. Jas.	1 M	Liverpool
Kearney, Harry B.	1 M	Liverpool
Mawdsley, Chas. Jno.	1 M	Liverpool

Name.	Grade.	Examining Board.
Rees, Wm.	1 M	Liverpool
Craven, Wm. E. Gladstone	1 M	Liverpool
Frendergast, Jas. J.	1 M	Liverpool
Cameron, Alex.	Ex. C	Glasgow
Macdonald, Duncan F.	1 M	Glasgow
Gamble, Alex. T.	1 M	Glasgow
Hall, Jno.	O C	Glasgow
Morton, Arthur D.	1 M	Glasgow
Kerr, Finlay	1 M	Glasgow
Crockatt, David K.	2 M	Dundee
Robertson, David M.	2 M	Dundee
Thomson, Walter	1 M S S	Dundee
Easson, Jas. A.	O C	Dundee
Stalker, Wm. E.	O C	Dundee
Hird, Findlay F.	O C	Dundee
Chalmer, Jas. A. S.	O C	Dundee
Hutchison, Alex.	1 M	Dundee
Tinmouth, Robt.	2 M	South Shields
Tate, Jno.	2 M	South Shields
Christiansen, Anton	2 M	South Shields
Harder, Jno.	1 M S S	South Shields
Davison, Jas.	2 M	South Shields
Hutchinson, Jno.	2 M	South Shields
Kenah, Geo.	O C	South Shields
Williams, Thos.	O C	South Shields
Campbell, Nelson	O C	South Shields
Proctor, Geo. P.	O C	South Shields
Ballantine, Alex.	1 M	South Shields
Forrest, Martin	Ex. O	South Shields
Adam, Walter W.	1 M	Aberdeen
Mitchell, Jno.	1 M	Aberdeen
Acraman, Ivor. Y.	2 M	Cardiff
Abraham, Jno. W.	2 M	Cardiff
Owen, Evan	2 M	Cardiff
Griffiths, Griffith O.	Ex. O	Cardiff
Hill, Jas.	O C	Cardiff
Major, Jas.	2 M	Belfast
Purdon, Arthur W.	2 M	W. Hartlepool
Mathias, Jno.	O M	Cork
Buckley, Denis	O M S S	Sunderland
Arveschong, Olaf T.	O C	Sunderland
Scott, Thos.	1 M	Sunderland
Gibb, Geo.	1 M	Sunderland
Campbell, Daniel	2 M	Greenock
Johnson, Peter	2 M	Greenock
Hamilton, Wm.	1 M	Greenock
Moyes, Thos. G.	1 M	Plymouth
Cranch, Thos.	1 M	Plymouth
Cunningham, Jas.	2 M	Leith
Nelson, Jas.	2 M	Leith
Saxby, Stephen L.	1 M	Leith

## HOME TRADE.

Walford, Jas.	Master	London
Dawson, Archd.	Master	Belfast
Cameron, Jno. Chas.	Mate	Greenock

## ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Sims, Alex.	2	London
Peters, Robt. Jas.	2	London
Ferguson, Jas. Hy.	1	London
Gray, Jas.	1	London
Duncan, Jno.	1	London
Jones, Jno.	2	Liverpool
Davies, Francis Wm.	2	Liverpool
Coleman, Richd. H.	2	Liverpool
Hitchin, Jno.	2	Liverpool
Richardson, Saml.	1	Liverpool
Cuthell, Jas.	1	Liverpool
Bruce, Jas.	1	Liverpool
Murray, Chas.	1	Liverpool
McNaught, Jas.	1	Liverpool
Forrest, David	2	Dundee
Rogers, Jno.	2	Dundee
McNaughton, David	2	Dundee
Bull, Arthur B.	1	Dundee
Cairncross, Geo.	1	Dundee
Read, Arthur N.	2	Hull
Davies, Wm. B.	1	Hull
Cameron, Hy. M.	1	Hull
Collier, Arthur	1	Hull
Simpson, Jno. R.	2	N. Shields
Myers, Jno. G.	2	N. Shields
Hall, Geo.	2	N. Shields
Turnbull, Jno.	1	N. Shields
Rafarel, Chas. F.	1	N. Shields
Charley, Alfd. S.	1	Plymouth

THE inquiry as to the stranding and total loss of the Chester steamer *Minna*, on the 20th November, on Quoy's Ledge, Pentland Firth, while on a voyage from Liverpool to Copenhagen, has resulted in the captain's certificate being suspended for three months.



## SAILORS' AND FIREMEN'S UNION.

### LONDON BRANCHES.

At the weekly meeting of Tower Branch on 17th December, Mr. Evans in the chair, after the adoption of the minutes of the previous meeting, it was proposed by Mr. Crawley, and seconded by Mr. Allison, that Mr. Lynch be elected doorkeeper for the evening. Mr. Allison then asked whether it was not a fact that Mr. Crawley was working with a non-Union man. Mr. Crawley, in answer to this, explained that the man was a member of the Engine Drivers' and Firemen's Marine Union, into which he paid sixpence per week contributions, also that a resolution was put and carried on the executive council that the tug-boat men should be allowed to work along with our members, and it was a contract job, and he was asked to get someone to help him. Consequently, he could not leave the boiler to go and look for any of his own members, but was glad to get the assistance of the first man he came across, and that man could not be called a blackleg, as he was paying more into his Union than we do. The election of delegates then took place. The following members had been nominated the previous week:—Messrs. West, Reardon, Cleary, Callaghan, and Defoe. The first-named member declined; the other two nominees, Messrs. Cleary and Callaghan, were not eligible according to the rules, not having been six months financial members. It was proposed by Mr. Allison, and seconded by Mr. Fegan, that to save any dispute the delegates should still remain in office. This was overruled by the members, on the ground that each branch had the power to make bye-laws of its own. It was proposed by Mr. Forbes, and seconded by Mr. Allison, that the members nominated should be allowed to stand for election. Mr. Defoe was elected in by 22 votes against four for Mr. Cleary. Mr. Callaghan was put up against M. Reardon, the first-named obtaining 23, while M. Reardon only had six votes. It was proposed by Mr. Cleary, and seconded by Mr. Hynes, that the district secretary be written to, asking him to attend our next meeting. It was proposed by Mr. Fegan, and seconded by Mr. Hynes, that Mr. Hornsby take the chair; carried. Mr. Irving then spoke of the reception they had at Green's Home, and Tidal Basin Branches, and he thought that this branch should tender a vote of thanks to the members of Tidal Basin Branch for their cordial reception of the deputation sent from Tower Hill. The Green's Home Branch had refused to admit the deputation, showing their want of courtesy to their brother members; but the members were amply repaid by the reception they received at the Tidal Basin Branch, whose members showed good sense and breeding, which Green's Home did not. It was proposed by Mr. Hynes, and seconded by Mr. Evans, that we return a hearty vote of thanks to Mr. Byrne, of the Grangemouth Branch, for his assistance to some of our members on visiting that port. This was carried unanimously. It was then proposed by Mr. Crawley, that the branch committee should meet on Wednesday night, and that this meeting should adjourn.

At the meeting, 14th December, of Tidal Basin Branch, Mr. Price in the chair, it was reported that 80 new members had been enrolled during the week. It was proposed by Mr. Star, and seconded by Mr. Clarke, that the new members be admitted, which was carried. The 80 members were then duly elected, making a total of 2,300 for this branch. The minutes of the previous meeting having been confirmed, it was proposed by Mr. Star, seconded by Mr. Leask, and carried, that the following resolution be submitted to the Board of Trade:—"That this meeting of Sailors and Firemen of this port, strongly protest against the action of the Bristol Dock Company, in seeking for powers which will enable them to abolish compulsory pilotage to and from that port, and are of opinion that such a concession will have the effect of endangering the lives of seafaring men." A complaint was made by Mr. Cole that the *Prior* was going a run short-handed next morning (Saturday). It was proposed by Mr. Kaylor, and seconded by Mr. Star, that no member of this branch be allowed to go in a ship by the run short-handed, and that no member shall take another's place that is standing out for the full complement of men—carried. A deputation from Tower Hill branch waited on this branch, asking if we could arrange a district meeting, either weekly, monthly, or quarterly, to reconsider the wages bill. It was proposed by Mr. Leask, and seconded by Mr. Clarke, that the meeting be quarterly, or as may be required. An amendment was moved by Mr. Edminston, and seconded by Mr. Ward, that the

delegate meeting be quarterly. The amendment was lost. It was proposed by Mr. Leask, and seconded by Mr. Clarke, that a hearty vote of thanks be given to the visiting delegates from Tower Hill. The meeting then closed with a hearty vote of thanks to the chairman, at 10.30.

Green's Home Branch Report has not reached us either this week or last week.

### LIVERPOOL BRANCHES.

At the general meeting of the South End branch, 16th December, Mr. A. J. Candler in the chair, Mr. J. Rafferty in the vice-chair, the minutes of the previous meeting were duly confirmed. The correspondence was next read, also the financial statement for the week. The question of scabbing was next brought before the meeting. A great many men went to sea during the strike who were members of the Union, and resolutions have been passed at Bootle and Liverpool that such men be fined £1, besides all arrears of contributions, which is being strictly enforced, while at Birkenhead some have only been fined 2s. 6d. for the same offence, and it is causing a deal of unpleasantness amongst those who have been fined £1, so it has been unanimously decided to call a representative meeting of the district on the 19th inst., at the Malakoff Hall, to deal with the question, so as to make the fine uniform through the district. Five members were elected to represent the Liverpool branch, viz., Messrs. Rogers, Johnson, Conway, Brown, and Flannigan. The subject of the death of Mr. J. Castles, secretary for Plymouth, was next introduced, and it was moved by Mr. R. Dolve, seconded by Mr. J. Brown, and carried, "That the members of this branch of the N. A. S. and F. U. deeply deplore the loss of such an energetic official as Mr. J. Castles, and we wish to tender our sympathy and condolence, through the columns of SEAFARING, to the wife and family he leaves behind to mourn his loss, and we sincerely hope the executive of this Union will employ some means to raise funds for their immediate need." A resolution which had been received from head-quarters concerning the action of the Dock Committee of the Corporation of Bristol, was next considered, and it was moved by Mr. J. Conway, seconded by Mr. Ohl, that the resolution be forwarded at once as it is framed, which was carried unanimously. The re-election of officers was next introduced, and it was moved by Mr. Mills that Mr. A. J. Candler be re-elected chairman. This was seconded by Mr. J. Ball. There being no other nomination, Mr. Candler was carried unanimously. It was moved by Mr. C. Johnson that Mr. Conway be vice-chairman, which was seconded by Mr. Brown, and carried. A vote of confidence was next passed in the trustees and treasurer, moved by Mr. Ball and seconded by Mr. Flannigan. The delegate, Mr. G. Garrett, was next dealt with. It was moved by Mr. Rogers that Mr. Garrett remain delegate for the next six months. It was seconded by Mr. Conway. There being no other nomination, Mr. Garrett was duly elected. The assistant secretary, J. Huxley, was next dealt with. It was moved by Mr. Conway that he be retained, and that his wages be raised to 16s. per week, which was seconded by Mr. Brown and carried. It was then moved by Mr. Rogers that another boy be appointed to assist, as the work of the Branch was increasing, and the district secretary was out a good deal about the district. This was seconded by Mr. Brown and carried. The Committee was next dealt with, and ten were elected, the rest to be elected at the next meetings. The next business was the case of a member named T. Williams backing out of one of the China boats without any cause after signing articles. It was moved by Mr. Ball that he be fined £1, which was seconded by Mr. C. Stout and carried. After other business, a hearty vote of thanks to the chairman brought the meeting to a close.

At the weekly meeting of the members of Bootle branch, on Tuesday evening, Mr. Boag in the chair, the scabbing question was taken into consideration. It was decided to elect a special committee from the various branches, Bootle to have 6 to sit on the said committee, Liverpool 5, and Birkenhead 3, to arrange the scabbing question, and make the fine uniform throughout the district. The members elected were Dr. C. H. Leet, Mr. A. Hepburn, Mr. McNamara, Mr. Boag, Mr. Sautler, and Mr. Johnson. The coming ball was next discussed and having no reply from the Finance Committee about the letting of St. George's Hall it was postponed. After a deal of discussion on various questions relating to members' grievances the meeting adjourned.

### CARDIFF BRANCH.

The usual weekly meeting was held at the Wyndham Arcade Hotel, 16th December—Brother Chubbs, chairman. The minutes of the last meeting having been confirmed, the minutes of special meeting, held 8th December, were also read. The

minutes re wages question, which has been causing a lot of trouble here, were rescinded, this being proposed by Brother Stocker, seconded by Brother Brooks, and supported by Brother Tomplin. Brother Tomplin said he did not think it right that other ports should have a higher rate of wage than Cardiff, we being one of the oldest and strongest Branches of the Union. A great deal of discussion then took place on this subject, but the secretary rising said he was greatly pleased to hear those members who had anything to say saying it before their meetings instead of at the street corner, and he desired that others would do the same. Their Union was established to look after, maintain, and secure the rights of all classes of seamen. Their Union was established on a different basis from others which had started before, some for the purpose of robbing them. Their Union was established to look after their interests, to obtain better provisions, and to establish their rights. What were the Executive Committee for but to look after members interests? And it was for members to abide by their decision. If the Executive Committee were to rule, then they were the body to say how officials were to act, and whatever the instructions of the Executive Committee were, then let members be prepared to abide by their decision, which would keep them and the Union from coming to grief as others had done before. (Applause.) Brother Harrison said he quite agreed with the secretary's remarks, but the trouble which had risen about the rate of wage was owing to the advertisement which is in SEAFARING. If they get a rise of wage for the firemen let them get the same for the sailors. It was proposed by Brother Stocker, seconded by Brother Brooks, and supported by Brother Harrison, "That we accept the uniform rate of wage as advertised in SEAFARING, that bills be printed to that effect, and this rate to come in force in all the Bristol Channel ports on and after Wednesday, 18th December, 1889." The following resolution was proposed by Brother Wilson, seconded by Brother Maloney, and carried unanimously at a meeting of Cardiff Branch, held 8th December:—"To the Honourable the President of the Board of Trade. That this meeting of sailors and firemen of the port of Cardiff strongly protest against the action of the Bristol Dock Company in seeking for powers which will enable them to abolish compulsory pilotage to and from that port, and this meeting is of opinion that such a concession will have the effect of endangering the lives of seafaring men."

### PORT GLASGOW BRANCH.

The usual weekly meeting of this branch was held in the Boiler Makers' Hall, 10th December, Mr. Hugh McCann, V.P., in the chair. One new member was reported since last meeting. The meeting was addressed by Mr. Darby, district secretary, who gave a résumé of the progress of the Union, pointing out very plainly the altered condition of the sailors and firemen of to-day and twelve months ago. He also gave a very encouraging report of a deputation which had waited on several of the Glasgow shipowners with a view to obtaining an increase of shore pay. Mr. Darby was awarded a hearty vote of thanks for his able address, on the motion of Mr. E. Donnelly, seconded by Mr. S. Williams. The question of the President's (Mr. McArthur) resignation was then taken up, but the members would not listen to an explanation, and declared that he, Mr. McArthur, was the father of the branch, and must take the chair, which he did amidst a perfect storm of applause, for which he thanked the members. Mr. S. Williams then reported that Mr. Creber and himself had got a very hearty welcome to the Trades Council, and that the Council had promised to support the seamen as far as they could, and also to patronise SEAFARING, and use its columns to make known some of their own grievances. A vote of thanks to the chairman closed the meeting.

### FLEETWOOD BRANCH.

The weekly meeting of this branch was held on 13th December, Bro. Jackson in the chair. The minutes of the previous meeting having been read and adopted without discussion, and the correspondence read, the secretary reported having enrolled 16 new members during the week, which was deemed satisfactory, and on the motion of Bro. J. Mitchell, seconded by Bro. J. Battany, it was agreed to admit them as members. The secretary then reported that not a fireman or sailor was idle in Fleetwood, and that captains requiring crews have to send to Liverpool for them. They are generally brought down by a well-known boarding-master, Mr. McKenzie, and to his credit be it said, that in all cases he gets them the highest rates of Union wages, and encourages them to join the Union if they are not already joined.

For continuation of Branch Reports see page 11.

## NOTICES.

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## TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

ABERDEEN.—Jas. C. Thompson, 58, Ship-row, secretary; J. S. Watt, Esq., advocate, 35A, Union-street, legal agent. Meeting, in the Hall, Scott's-court, Regent Quay—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

ARBROATH.—J. Wood, 14, Wharf-street, Montrose.

ARDROSSAN.—W. Galbraith, 50, Princes-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, 4, Station-terrace, Cogan.

BELFAST.—R. Price, 56, Corporation-street.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-street.

BLUTH.—James Heatley, 9, Market-street.

BO'NESS.—John Adamson, Jun. (agent *pro tem.*), South-street.

BRISTOL.—J. Fitzpatrick, 45, Prince-street, Queen's-square.

BURNTISLAND.—Jas. Moody, 12, Somerville-street.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton, medical officer; Joseph Henry Jones, Esq., St. Mary-street, solicitor.

CORK.—Michael Austin, 6, Patrick-street.

DUBLIN.—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.

DUNDEE.—H. McKendrick, Mariners' Hall, 48, Candle-lane.

FLEETWOOD.—J. Donovan, Sailors' and Firemen's Union, 11, Church-street, secretary; F. Addie, Esq., solicitor. Meeting, Friday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street.

GOOLE.—W. R. Chappell, 28, Boothferry-rd.; sec., R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at 28, Boothferry-road.

GRAYS.—Wm. Wall, 18, Charles-street.

GRAVESEND.—J. Wildgoose, 5, Queen-street.

GREAT GRIMSBY.—Wm. Young, 33A, Cleethorpe-road, secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—J. McDade, 7, Friars-lane.

GREENOCK.—E. Donnelly, 16, East India Breast.

GRANGEMOUTH.—Chas. C. Byrne, Masonic Hall, Grange-street, secretary; Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Tuesday evening, 7.30 p.m., in Masonic Hall.

HULL.—Jas. Hill, Unity Hall, Prince-street, Daggers-lane, secretary; Mr. Leonard Hodgson, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting, Friday evening 7.30.

KING'S LYNN.—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

LEITH.—R. Smith, Trafalgar Hall, 54, Bernard-street. Meeting, Thursday evening, 7.30.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(North End).—T. Connerty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; Tetlow, Esq., solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock.

LONDON (Tower Hill).—R. Pleasance, 23, King-street, Tower-hill Meeting, Tuesday evening, 8 o'clock, at 263, Cable-street, Shadwell.

LONDON (Green's Home Branch).—T. H. Clark, 5, Jeremiah-street, East India-road, E.

LONDON DERRY.—A. O'Hea, 27, William-street.

MARYPORT.—J. Smith, The Coffee Tavern, Irish-st.

MONTROSE.—John Wood, 14, Wharf-street.

Meeting, Monday evening, 7.30, at office.

MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street.

PENARTH.—J. Harrison, 4, Station-terrace, Cogan.

PLYMOUTH.—E. R. Thackwell, National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office.

PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, H. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.

SHIELDS (North).—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—J. Nash, High-street Chambers, 80, High-street.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st. WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

WHITEHAVEN. } John Smith, Maryport.

WORKINGTON. } John Smith, Maryport.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

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29 & 30, ST. MARY STREET,  
292, BUTE STREET, CARDIFF.

**MASTERS AND CO.,**

18 & 19, CASTLE STREET, SWANSEA

**MASTERS AND CO.,**

39 & 40, HIGH STREET, NEWPORT.

## TO UNION MEN.

**R. TARRANT,**

"THE PEOPLE'S TAILOR,"

118, RATHBONE STREET,  
CANNING TOWN, E.

Quality, Style and Fit Guaranteed.

SUITS TO ORDER AT SHORTEST NOTICE.

## SOUTH SHIELDS BRANCH

Sailors' and Firemen's Union of Great Britain and Ireland.

## WAGES:

### STEAM, MONTHLY.

	£	s.	d.
Sailors and Firemen	4	10	0
Cook and Boatswain	5	5	0
Lamp Trimmer	5	0	0
Steward and Carpenter	6	5	0
Donkeymen (Overtime extra)	5	10	0

### STEAM, WEEKLY.

	£	s.	d.
Sailors and Firemen	1	12	8
Carpenter and Steward Cook	1	16	0
Lamp Trimmer	1	15	0
Donkeymen (Overtime extra)	1	16	0

### SAIL, SOUTHWARD.

	£	s.	d.
Sailors	3	10	0
Cook and Boatswain	4	10	0
Steward	5	10	0
Ordinary Seamen	2	10	0
Carpenter	6	0	0

### SAIL, WESTWARD.

	£	s.	d.
Sailors	4	0	0
Cook and Boatswain	4	15	0
Steward	5	15	0
Carpenter	6	0	0
Ordinary Seamen	3	0	0

Officers can engage Men at the Union Office, Corporation-street, South Shields, at the above Rates. Entrance Fee, 10s. on January 1st, 1890.

DAVID CLEMENT, Secretary.

MEETING NIGHTS:—Mondays, at 7 p.m.  
SOCIABLE on Fridays, at 7 p.m.



# R. WHITE, WHOLESALE CABINET AND BEDDING MANUFACTURER,

70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E.

Houses Furnished from 10  
to 100 Guineas.

ALL GOODS WARRANTED.

## SPECIALITIES IN SEAMEN'S BEDDING.

PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.

BUSH RUGS & COLOURED BLANKETS  
sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices, 3/9, 4/9, 5/9, 6/9.

## FEATHER BED, BOLSTER AND TWO PILLOWS,

In Linen Tick, 56lb., warranted good and free from  
dust, sent carriage free on receipt of Post Office  
Order for

£2 10s.

R. WHITE,  
70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E.

## UNION OF SHIPMASTERS AND OFFICERS OF GREAT BRITAIN AND IRELAND.

HEAD OFFICE:  
33, Market Place, South Shields.

MEMBERS CAN BE ENROLLED  
AND CARD RETURNED

By forwarding entrance fee, 5s., and 4d. for card  
and rules of membership, by postal order.

Geo. T. Luccock,

Assistant Secretary,  
Pro J. H. WILSON.

## Union of Certificated Shipmasters and Officers

OF  
GT. BRITAIN AND IRELAND,  
34, Bernard Street, Leith.

CAPT. W. TOSH, Hon. Sec.

N.B.—On remittances of 5/4 being  
forwarded by Postal Order to the  
above address, Members at a distance  
will be enrolled. Rule Book and  
Card forwarded to any address in the  
United Kingdom.

## NOTICE.

Union Men are requested to  
BOARD only at Boarding Houses  
which are ADVERTISED in "SEA-  
FARING."

Members having complaints against  
Boarding Masters must send them in  
to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's  
Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers  
of Seamen's Boarding-houses will be inserted  
in SEAFARING at the rate of 2s. each per  
week, payable in advance. For 13 weeks  
the price is 15s.; for 26 weeks, 25s.,  
payable in advance. These advertise-  
ments are intended as a Directory to  
seafaring men, so that on arriving at any  
port they have only to refer to SEAFARING to  
find where they can be comfortably boarded  
and fairly treated. No Seamen's Boarding-  
house will be advertised in SEAFARING on any  
terms unless recommended by the Branch  
Secretary of the Sailors' and Firemen's  
Union in whose district the house is  
situated.

## SAFE ANCHORAGE.

## WHERE TO BOARD.

### UNION BOARDING-HOUSES.

BARRY DOCK.—G. Gawler, 100, Queen-street,  
Barry.

CARDIFF.—Seamen's Institute, West Bute-street.

GLASGOW.—John McInnes, 12, Anderston Quay.

" James Bracken, 182, Broomielaw.

HULL.—J. Ward, 17, Osborne-street.

NEWPORT, MON.—James McLaren, 2, North  
Marion-street.

NORTH SHIELDS.—Mrs. M. Jones, 31, Duke-  
street.

SOUTH SHIELDS.—Sailors' and Firemen's Union  
Boarding-house, 81, East Holborn.

SUNDERLAND.—Wilson's Temperance Hotel,  
174, High-street East.

## NOTICE!

All Sailors, Firemen, Greasers,  
and Donkeymen wishing to  
sign in A. Holt & Co.'s China  
Boats must first be UNION  
MEN, and produce their Cards  
before signing to either Secre-  
taries or Delegates who may  
demand them. Any man sign-  
ing and not turning up at the  
appointed time will be fined  
£1, or any man going on board  
drunk and incapable will be  
fined 5s. Such fines will be  
strictly enforced.

A. SHEPHERD,

Branch Sec., Birkenhead.

## HULL BRANCH, SAILORS' & FIREMEN'S UNION.

## A GRAND CONCERT AND BALL

WILL BE HELD IN THE

UNITY HALL, PRINCE STREET,

On BOXING NIGHT, 26th Dec., 1889

Doors open at 7.30 To commence at 8.

TICKETS 1s., TO ADMIT ONE. TO ADMIT TWO, 1s. 6d.  
RIGHT OF ADMISSION RESERVED.

## Wilson Testimonial Fund.

THE following amounts have been received, up  
to date, towards the Wilson Testimonial Fund.  
Collectors are requested to forward all amounts in  
hand to Mr. J. R. England, 80, Dundas-street,  
Monkwearmouth, Sunderland:—

	£	s.	d.
Sunderland ... ..	6	10	2
Glasgow ... ..	5	12	0
Green's Home ... ..	4	18	2
Seaham ... ..	3	15	9
South Shields ... ..	3	7	3
Bootle ... ..	2	1	6
Middlesbrough ... ..	2	0	0
North Shields ... ..	1	16	1
Belfast ... ..	1	8	10
Grimsby ... ..	1	6	3
Newcastle ... ..	1	1	3
Barrow ... ..	1	0	0
Liverpool ... ..	1	0	0
Dublin ... ..	0	12	3
Southampton ... ..	0	8	9
Goole ... ..	0	7	3
Hartlepool ... ..	0	6	0
Foreman ... ..	0	3	0

£37 14 6

## Seafaring.

SATURDAY, DECEMBER 21, 1889.

### NOTICE.

In consequence of the CHRISTMAS HOLI-  
DAYS falling on our usual days for printing,  
NEXT WEEK'S "SEAFARING"—consist-  
ing of a special CHRISTMAS NUMBER full  
of Yarns, tough and otherwise—will appear on  
TUESDAY in time to catch the Newspaper  
Trains. Anything intended for insertion must  
reach the Editor NOT LATER THAN  
MONDAY MORNING.

The threatened strike of gas stokers and  
coal porters in connection with the South  
Metropolitan Gas Company, now in full  
swing, once more exhibits the loyalty, de-  
votion, and magnificent spirit of self-sacrifice  
of which seamen are capable. As in the  
great Dock strike, so in this struggle, the  
seamen have sacrificed their employment,  
asking nothing for themselves, in order to  
help their fellow-toilers on land. Unfortun-  
ately there are, we regret to see, a handful  
of persons belonging to the seafaring class  
who have not hesitated to take the places, as  
far as they could, of the members of the  
National Sailors' and Firemen's Union, who  
are thus nobly fighting for the cause of  
Labour. The persons guilty of this base  
conduct are members of the North of  
England Sailors' and Firemen's Society, a  
small and local organisation which has  
existed some time in Sunderland, displaying  
but a feeble vitality, and making little pro-  
gress either in point of numbers or of  
financial strength. It would be only too  
easy to condemn in the strongest terms the  
action of this Society on the present occasion.  
But difficult as it is to restrain natural

indignation on the subject, the Society referred to, however misguided, is still some sort of Seamen's Society, and in dealing with the various Seamen's Societies it has always been our aim to discourage anything like ill-will between them, persuading them to forget their differences and amalgamate, so that they may not fritter away their strength in local efforts, but form one great National and irresistible combination. If the National Sailors' and Firemen's Union will take our advice—and they have never taken any of our advice that has proved other than beneficial—they will, before long, call together a conference at which all the various Seamen's Societies shall be duly represented, and arrange terms of amalgamation, or at least federation; and it would be well if the Australian and Californian Seamen's Unions sent delegates to the gathering. These suggestions we commend to the various Branches of the Union as matter for discussion at their meetings. Both individual members and the Union generally might, we would also suggest, gain much if Branch meetings were not always confined to the immediate business of the Branch. That business, of course, must be done, and usually occupies the most of the evening. But another evening might be set apart for a meeting at which speeches might be made, lectures delivered, or papers read by practical men, on subjects of interest to seafaring men. Especially if followed by a discussion, such gatherings could not fail to result in valuable and important suggestions which would help to solve many difficult problems, and lead to a marked improvement in the condition of the seafaring class. Many a shrewd, thorough, practical seaman cannot put his ideas into writing and send them to SEAFARING—which, by the way, has not room for more than half the letters sent. But place such a man in a free-and-easy gathering of other seamen—who must, of course, be allowed to smoke—encourage him to speak, and you will get many an excellent suggestion. The discussions that take place in fo'c'sles seldom or never lead to any practical results, as all hands disperse when paid off, and too often forget to take any concerted action even when they have been shamefully treated. Discussions such as we suggest will, on the other hand, lead to action on the part of the Union when the proposals made seem worth carrying into effect. While on this subject it may be well to point out that seamen who have charges of murder and other serious crimes to make, ought first to lay such complaints before Union officials before sending them to us. At present such charges are occasionally sent us for publication without the writer's name or address, signed only with initials, or the vague description, "A Member of the Union." Some of these charges may be utterly unfounded, and sent us by a disreputable shipowner, pettifogging solicitor, or other enemy, whose sole object is to get up a libel case and put us to expense. Most of these charges are probably genuine, and their authors fear to sign their names. It is, therefore, the more necessary that such complaints should first be made to Union officers who have facilities for sifting them. To return, however, to the action of the North of England Society in the present strike. That action is to be deplored for more reasons than one, and by none will it ultimately be more deeply deplored than the North of England Society itself, which cannot in future be recognised as a genuine Trades Union by any real

Unionist—a penalty a good deal more heavy than it may look at present. The feelings of Union men have been embittered against the Society to an extent that destroys all immediate prospects of amalgamation or federation. If it be true, as we are informed, that the North of England Society has entered into an alliance with a person who was expelled from the National Union, against whose founder he has exhibited the most bitter animosity, that Society has committed a suicidal action which stamps it as an organisation carried on, not for the benefit of the seafaring men, but to injure the National Union in general, which is doing such a vast amount of good for the seafaring class, and Mr. Wilson in particular. An organisation which thus places the gratification of private malice before the interests of the seamen is doomed to failure for that reason alone. The only way to avert that doom is to repudiate all connection with its new ally, call its members out who have taken the place of Union men, and, instead of seeking to widen the breach between itself and the Union, endeavour, ere it be too late, to bridge over that breach.

## NAUTICAL NEWS.

THE Dundee ship *Glenogle* has arrived at Falmouth from Pisagua after a smart run of 92 days.

THE Washington Maritime Conference has adopted several sections of the committee's report, including that on ocean lanes.

THE trade at the Barry Dock cannot be exceeded for a long time owing to the want of hydraulic power. Everything on the dock and railway is now being worked to its utmost limit.

THE *Valorous*, the oldest active man-of-war in the British Navy—a paddle steamer of original build, which took part in the bombardment of Bomarsund during the Crimean War—is to be sold.

The steamer *Samara*, discharging a cargo of about 2,400 tons iron ore at Ardrossan, is the largest steamer which has entered the port for some considerable time, and she opens up quite a new trade.

JAMES SMITH, seaman, of the s.s. *Napier*, of North Shields, has been presented with a bronze medal and £2, awarded by the Board of Trade, in recognition of his services in assisting to rescue the shipwrecked crew of the s.s. *Domingo*, of Sunderland.

THE Norwegian barque *Knut Alfson*, from Rio for Runcorn, has had her Captain (Le Hatch) arrested at the instance of the Queenstown Screw Tug Company, who claim £300 for salvage services rendered by their tug *Mona*, when the tug towed the barque off a lee shore.

THE steamer *Dudley* has arrived at Drontheim. The captain reports having encountered terrific weather and sustained damage to deck work. The second mate, Mr. George Gibb, of Blyth, was washed off the deck in consequence of the wheel chain carrying away during the storm.

THE Channel Squadron, comprising the *Northumberland*, flagship of Vice-Admiral Baird, in command, the *Monarch*, *Anson*, *Iron Duke* and *Curlew*, have left Plymouth for the winter cruise. The squadron will proceed first to Arosa Bay, and return to England again early in April.

SAN FRANCISCO advices announce the arrival there of the New Pacific mail line steamer *China*, from Yokohama, on her maiden trip, after accomplishing the passage in 12 days 18 hours, which is the fastest Pacific record by six hours. The *China* is now the largest steamer on the Pacific.

CAPTAIN ALEXANDER, serving on board H.M.S. *Agamemnon*, has been sentenced to lose one year's seniority, and to be dismissed his ship for writing an official letter to the Commander-in-Chief without sending it through the captain of his ship, and of being disrespectful to his captain when afterwards spoken to about it.

ADVICES from Tokio via San Francisco, contain intelligence of a most destructive typhoon having swept over the Sea of Japan on 4th November, causing immense destruction to shipping and loss of life. Forty vessels were wrecked, and 120 lives lost on the coast of the island of Sado, and the crews of 15 vessels, numbering 75 souls, were drowned on the coast of Nippon Island.

THE death is announced of Captain John McGaw, probably one of the oldest Clyde river skippers. He was formerly master of the *Columbia*.

Two hundred and fifty longshoremen have left work at the National Line docks at New York on account of the employment of negroes.

THE barque *Hawatha*, at Derry, from Miramichi, made the passage in twelve days from land to land.

*Roman*, s.s., from Boston, at Liverpool, passed on the 8th inst., in lat. 48° 7' N, lon. 47° 57' W, an iceberg about 400 feet long and 50 feet high.

THE Liverpool ship *Cressington*, 2,160 tons, chartered to load dressed timber at Montrose for Australia, is the largest vessel ever chartered by a Montrose firm.

It is reported that the creation of a Supreme Maritime Council is under consideration in France. So it is in England, but how long shall we have to wait for it?

Two Arab firemen belonging to the steamer *Cloncurry*, charged with smuggling tobacco, have been ordered to pay the single value, £17 17s. 6d., together with £5 18s. 4d. costs.

WHILE the barque *Iron Crag* was being towed to sea, and crossing Liverpool bar, an able seaman named Hugh McIntosh, while assisting setting up head-gear, fell overboard from the topgallant forecastle and was drowned.

AT the Board of Trade inquiry into the cause of the stranding of the steamer *Coptic* off the coast of Brazil, concluded on Saturday at Greenwich, the Court found the master in default, and ordered his certificate to be suspended for six months.

AT a meeting in London, convened by the British Seamen's Protection Society, a resolution was passed protesting against any interference with the system of compulsory pilotage. The resolution was endorsed by the London United Riggers and kindred societies in London and other ports.

WHILE dock labourers were working on board the barque *Pieton Castle*, at Middlesbrough they found a woman's hand, also the rest of the body in a state of decomposition. As the vessel took in her ballast at Millwall, it is suspected that the woman was murdered in the East-end of London.

It is reported that during the winter months some improvement will be made in the arrangements for the forced draught in the screw steamer *Teutonic*. The plan hitherto adopted has been to use natural draught under ordinary conditions, but it is now proposed to put in four fans to increase the air pressure in the stokeholes.

THE Fishery Board returns for November show that the value of fish landed during the month amounted to £75,701, being an increase of £22,685 over that of the same month of last year. The value of the fish landed during the eleven months amounted to £1,417,273, showing an increase over the corresponding period of last year of £82,439.

WHILE a labourer named Frances Goodwin was engaged loading the steamer *Iona*, in Victoria Dock, Leith, two large iron pipes, weighing 5 cwt, which were being lowered into the main hold, swung suddenly round and knocked him off the gangway to the bottom of the hold, a distance of over 20 feet, fractured his skull, and killed him.

A BOARD OF TRADE inquiry has been held at North Shields into the circumstances attending the loss of the barge *Elizabeth* by collision on the river Thames with the screw steamer *Madeline*, through which the life of the mate of the *Elizabeth* was lost. The Court found the master of the *Madeline*, Henry Heddon, alone at fault, and suspended his certificate for six calendar months.

IN reply to an inquiry by the committee of Lloyd's, the Secretary of the Admiralty states that no new form of compass has been adopted in her Majesty's ships. Improvements have, however, recently been made in the liquid compasses, with a view to making them more effective in every respect, and capable of withstanding the shocks of heavy ordnance and abnormal vibrations of the bridges of ships caused by powerful engines. These compasses are fitted with an azimuth circle, especially intended for taking bearings at night and in thick or rainy weather, and are now on trial. It is the intention of the Admiralty to adopt Thomson's compass.

AT a meeting of cattle dealers and traders interested in the Irish National Steamship Company, Mr. Magee, Glasgow, has made a statement showing that the company lost £5,000 during its 18 months' existence, chiefly through chartering inefficient steamers. Otherwise managed its profits would have been between £1,000 to £2,000. £24,000 more raised would enable it to equip a fleet which would leave no man any excuse for patronising boats of their enemies and the enemies of Irish industry. A resolution subscribing the additional capital was adopted, so that the opposition to Messrs. Burns and Laird is likely to continue.



Branch Reports—continued from page 7.

## GLASGOW BRANCH.

We have received the following letter:—"On going every second day around this harbour, it is my duty to find out who belongs to the N.A.S. & F.U., and who does not. On every ship I go on board, so of course I went on board the s.s. *Aviemore*, and, to my surprise, found there were three non-Union men on board, working along with the remainder. I tried the usual methods, but they could not see their way to join, they being on six months' running articles. They set me at defiance. I then made it my business to see the mate, the captain being away. The mate, with the chief engineer, pooh-poohed me away. Determined not to be baffled by them, I made straight for the Dock Labourers' Union office, and there told my tale to Mr. B. Havlin, the secretary, and Mr. Mills, the delegate, who lost no time in coming along with me to the ship, and there and then told the officer if the men would not join the Seamen's Union by 10 o'clock the next morning (the 11th inst.) their men, as Trades Unionists, would refuse to put out one pound of cargo more. The officer laughed, and thought we were taking a rise out of him. Next day at 10 o'clock the sailors had not joined, and, of course, the labourers knocked off, and there the ship was stuck. By good luck the captain arrives and sees his vessel lying idle with a perishable cargo on board of her. When he heard what the row was all about, he ordered his men to go and join the Union at once, or pack up their bags and go. So they joined. Mr. Editor, I hope you will say with me that had it not been for the Dock Labourers' Union officials and the loyalty of their members, we would not have gained the victory. Wishing them every success in their undertakings, I remain, yours in unity, JOSEPH MCKERNAN, outside delegate Glasgow Branch."

At the Branch meeting in the Typographical Hall, 102, Maxwell-street, 12th Dec., Mr. J. McQuillan in the chair, the minutes of the previous meeting being adopted on the motion of Mr. A. Currie, seconded by E. Bryson, the minutes of the committee meeting were also adopted on the motion of Mr. A. McGregor, seconded by Mr. Mennie. Correspondence was then read from the chief engineer of the s.s. *Anchoria*, on Union men signing in the ship and failing to join her at the appointed time, this causing a deal of inconvenience to the ship. Also from Mr. McKendrick, the Dundee secretary, on a communication sent to him anent a few confirmed scabs of the Clyde Shipping Company who are to be sent from Glasgow to join a new steamer, the *Ailaa Craig*, for the Colonies for that company, who are about to open up a trade between this port and the colonies, the *Ailaa Craig* being the pioneer ship. A letter was also read from a Thomas Stevens, who had been a member of our branch but had gone out through working on shore, and getting tired of working ashore was again desirous of entering our ranks, purposing again going to sea, but could not ship in Glasgow without being a bona fide member of our Union. A communication was read from the Executive of the Dock Labourers' Union on the action that was taken by their men at the request of our outside delegate in refusing to work cargo until three of the crew of the s.s. *Aviemore* became members of our Union, and for which action the meeting unanimously tendered the dock labourers a hearty vote of thanks. A letter was afterwards read from a member on board the s.s. *Manitobian*, drawing our attention to the fact that the lamp-trimmer was a non-Unionist, and that the rest of the crew were not inclined to have him as a shipmate unless he came into our ranks. The delegate was instructed to call out that man and persuade him to become like his shipmates. A complaint was lodged against a member of the Swansea branch, named Frank Easton, who had lost his ship and clothes and came to our branch. His case being considered, he was put into the Sailors' Home, and got board and clothes to the extent of 30s. He was also provided with a ship, from the engineer of which he received 10s., and then decamped with the lot. The meeting condemned the action of this man very strongly. The secretary intimated that he had sent word to the branch he belonged to for it to deal with him, as it was the intention of Frank Easton to proceed there. The report of the Soiree Committee was next submitted, and on the motion of Mr. D. Houston, seconded by Mr. Dougherty, it was unanimously accepted. The shore scale of wages was afterwards submitted as approved of by Committee, and was unanimously accepted on the motion of Mr. J. Dowd, seconded by Mr. Diamond. It was proposed, on the motion of Mr. D. Houston, seconded by Mr. Dickie, that the overtime be 9d. per hour. Mr. McGregor moved as an amendment, seconded by Mr. Day, that the overtime be paid at

the rate of time and half. The amendment was carried, only two voting for the motion. Mr. McKernon gave his usual report on the ships that had conformed with the Union rate of wages, viz., 32s. 6d. and 30s. The following is the Report:—32s. 6d. *Pandora*, Ben McDowie, Lizzie, Rosina, Vaceolla, Cissa, Rosebud, and Ashdene. 30s. *Elfra*, Luchana, Mandarin, Ben Hawkins, Aviemore, Lord Aberdeen, Lord Roseberry, Edwd. Williams, Turgot, City Malaga. Mr. J. McKernon then asked the members of this branch if at any time the members of this branch had given Mr. Darby, the district secretary, power to dismiss him from office, as through some little difference between him and Mr. Darby, the branch secretary had been instructed to dismiss him on Saturday. After a few comments by members, Mr. McGregor proposed, seconded by Mr. P. Connor, that Mr. McKernon remain in office, and that the district secretary be summoned to attend the next meeting to explain and apologise; carried unanimously. This being all the business, the meeting closed.

## KING'S LYNN BRANCH.

The following report of this branch has been delayed in transmission:—"The usual weekly meeting of this branch was held on 6th December, at the *Royal Standard*, County Court-road, and was fairly attended. Brother C. W. Arnold occupied the chair for the evening. The secretary intimated that he had enrolled three new members since the previous meeting. There were present two brethren from the s.s. *Annie*, of Whitby, and belonging to the Newport Branch. They had a hearty reception, and the wish was expressed that all brethren in unity visiting this port should pay a visit to the branch meeting, which is held on Friday evenings at 8 p.m. A lengthy discussion arose in reference to the paragraph in our tidy little craft SEAFARING of the 7th inst., in respect of Mr. "Walter Jervis," M. P. for this port, to the effect that he said he had suggested many measures during the past Parliament for ameliorating the grievances of the merchant service. It was pointed out that this gentleman's name is not Mr. Walter Jervis, but Mr. A. W. Jarvis, and that the word "suggested" should have been supported. This gentleman has promised to become an honorary member, of the King's Lynn Branch; and also to support any measures brought forward to advance the interests and welfare of the British merchant service. The secretary to the King's Lynn Branch writes that "any member coming to this port will receive a hearty welcome, and any assistance that can be given the secretary will be most happy to afford."

## WEST HARTLEPOOL BRANCH.

At the usual weekly meeting of this branch Mr. J. H. Wilson, general secretary, presided, and nine new members were enrolled. A resolution passed at a special meeting in reference to Bristol pilotage was read, a copy of which has been forwarded to the President of the Board of Trade, when it was decided to forward a similar copy to the Corporation of Bristol. Correspondence was next read touching a complaint forwarded to the general secretary, when that gentleman explained matters to the entire satisfaction of those present. He then referred in most feeling terms to the late Mr. John Castles, who "faithful below had done his duty, but now has gone aloft." Mr. Randall moved a vote of condolence with Mrs. Castles in her sad bereavement, which was carried unanimously. A deputation of four was appointed to represent this branch at the funeral. A short discussion arose on a complaint by Mr. Bailey, that Labour Federation officials were compelling members of our Union to join the Federation. It was decided to communicate with their secretary as to the reasons for compelling ours and not the members of other Trades Unions to join. Proposed by Mr. Brown that telephonic communication be established between this branch and Sunderland, seconded by Mr. Randall, and carried. Proposed by Mr. Hunter that Mr. McKecknie be the branch doctor; carried. Mr. J. H. Wilson then addressed the members on the gas-stokers' strike in London, and the necessity of holding ourselves in readiness in the North of England for stopping supplies of gas-coal. The time had now come when we could show to the world we have one of the grandest organisations under the sun. He spoke with contempt of the Sunderland Local Club, a few of whose members we have sat rather heavily on here, and mentioned that the income of our Union for the month of October was £2,300, for November, £2,900; and that this month it would exceed £3,000, whilst the expenses are being reduced £50 per month. After dwelling upon the many benefits which would shortly accrue to seafarers, he brought his very able speech to a close. A hearty vote of thanks was accorded him previous to his being escorted to the station, where the stern lights of the

last train for Sunderland were to be seen gently vanishing.

## NORTH SHIELDS BRANCH.

At the usual weekly meeting of this branch, and at the special request of the committee and members, we had a visit from Mr. J. H. Wilson, Mr. England, treasurer, and Messrs. Clarke and Fish, of Green's Home Branch, who were received with loud applause on entering. Several complaints were made to the general secretary of the actions of the secretaries of several branches, including the North Shields Branch. Asked for his advice it was that if the members of any branch had any real grievance or complaint to make of any officer of the Union, they ought to pass a resolution at the general meeting, and instruct the secretary to send it to the head office to be examined and considered by the Executive Council. This advice was received with applause. After the complaints were all disposed of, the meeting considered the case of three German fireman who shipped on a tide sail on board the s.s. *Chadwick*, and who were compelled to deposit 7s. 6d. each in the hand of the B.T. officer, with a letter from the captain to be delivered to the secretary of this branch requesting him to enrol them in the Union. The men had now returned, but they were not eligible to join the Union, neither having sufficient sea service, therefore their money was returned, and they were strongly advised by the general secretary to return to the Fatherland, dear old Germany, where they would be far more comfortable and happy, if they only joined the Union in Hamburg. (Loud applause.) Next the general secretary called the attention of the members to the strike of the gas-stokers of the South Metropolitan Gas Company, and said he hoped that no member would be so mean as to carry coal to scabs. He also gave instructions to the secretary and delegate to take a printed notice on board all colliers for Union men to sign, and also the captain, agreeing not to carry coals to this Company, or give 24 hours' notice to leave the vessel. The meeting was next addressed by Messrs. Clarke and Fish, of London, strongly advising the members to stand true to the Union and to each other. They hoped that all would do their best to assist the gas-stokers of South London. A hearty vote of thanks to the visitors was moved, seconded, and carried amidst three cheers, and a splendid meeting closed at 9.30 p.m. A correspondent says:—"Far too many boarding houses live upon Union men, but take good care all the same to boycott SEAFARING as an advertising medium, and too many Union men disregard the request of the Executive by patronising blood-suckers, who seek to get everything out of the Union and give nothing in return. Mrs. Jones who keeps the Union boarding house in South Shields is very different from such sharks. She supports the Union paper by advertising in it, thus making herself well liked among Union men. She now proposes to give them a supper on New Year's Eve, at which a collection will be made for the benefit of F. Muller, who lost his leg on board the steamer *Ida*, of Newcastle, and who is now in Sunderland Infirmary. This is very kind and thoughtful of Mrs. Jones, who well deserves the patronage of Union men."

## NEWCASTLE-ON-TYNE BRANCH.

At the general meeting held at Lockhart's Side Mr. Errington took the chair and spoke as to the death of Mr. John Castles, late secretary of the Plymouth Branch, saying Mr. Castles had done good service to the Union, and he hoped that someone would propose that the sympathy of the Newcastle Branch was due to his widow and orphans. The speaker had received an invitation to the funeral, and along with Mr. Mansell he hoped to represent the Newcastle Branch. He was sorry that the hour was not later, for he felt assured that many from Newcastle would have been present had such been the case. A vote of condolence was then passed, and it was decided that the secretary write to Mrs. Castles expressing sympathy and offering support if required. Mr. Mansell said that he had known Mr. Castles for some time and had always found him to stand up for Trades Unionism in general, and perhaps his only fault had been that he had been too plain spoken. He knew Mr. Castles had had many enemies, but such had been the case with the whole of the leaders of the Union. It had now come to light that the National Union was supreme. It would be a painful duty to convey to the widow and orphans the resolution now passed, but he would do his best to satisfy all. (Hear, hear.) Henry Morin stated that his case had lain over for a week, and he wanted an answer. Mr. Mansell said according to instructions he had made inquiries, and found that the man had been discharged because the captain was dissatisfied with him, therefore he (Mr. Mansell) could not dictate to a master as to whom he should

engage or discharge, so long as they were Union men. He could not compel a master to take or keep on any man if he was not satisfied with him. It was monstrous for members to think he could. (Hear, hear.) He would do his best in legitimate cases, but he had no power at present to interfere. (Hear, hear.) Ten sailors and 13 firemen were then reported unemployed. Mr. Mansell also reported that he had stopped two vessels on the quay side, the *Victoria* of Montrose, and *Baltic* of Peterhead, and the whole of their crews had to join the Union. (Cheers.) The *Britannia* and *Earl of Aberdeen*, he stopped on Thursday and Sunday, respectively. A vote of thanks concluded the meeting. At the general meeting held 16th December, 1889, Mr. Errington occupied the chair. The minutes having been adopted, Mr. Errington spoke as to the funeral of the late Mr. Castles. Mr. Mansell and himself had attended the funeral, and he hoped that this meeting would endorse the resolution passed at the previous meeting to the effect that a vote of sympathy be passed with the widow and family. It was proposed by Mr. Purvis, and seconded by Mr. Randall, that the resolution be endorsed. Ten sailors and 14 firemen were reported out of employment. The case of Peter Brack and nominations for offices in branch were ordered to stand over till next meeting. The usual vote of thanks concluded the meeting.

Mr. Mansell met the employers on 16th December, the result of the meeting being that 3s. per week advance is to be given and outside money, making in all 26s. per week for firemen working at Hawthorn, Leslie & Co., St. Peter's.

#### GREENOCK BRANCH.

This Branch held its usual weekly meeting 12th December in the offices, 16, East India Breast. The secretary intimated that ten new members had been enrolled since previous meeting. After the minutes had been adopted, Mr. Donnelly also intimated that at the next meeting nominations for the various offices would be taken, and he hoped they would select the best men. Mr. Darby, district secretary, would be with them on that next meeting night, and he hoped there would be a large turn-out of members on that occasion. Attention was then drawn to the fact that some of the Branches had reduced the entrance fee for shore men up till the end of the year. A resolution (subject to the approval of the Executive) was then passed that the entrance fee of this Branch be reduced (for three days only) to 2s. 6d., and that the secretary advertise the same in the local newspaper, and fix the dates as soon as he got the books from headquarters along with the necessary permission for reducing the entrance fee. The question of having a steam launch for the Clyde was then discussed. The secretary stated that he had written to the general secretary on the matter. The question of compulsory pilotage was then taken up, and a resolution was passed condemning the action of the ship-owners of the Bristol Channel in their attempt to abolish compulsory pilotage, and calling on the Board of Trade to take steps in the matter. The secretary then appealed to the members to assist him in the sale of SEAFARING, and intimated that there was going to be a Trades Council for Greenock, and that some of the members would require to be in readiness to attend at the same as a delegate from the Union. A vote of thanks to the chairman closed the meeting.

#### BELFAST BRANCH.

The usual weekly meeting was held in the Brunswick Hall on 12th December, Mr. Cobain in the chair. The minutes of previous meeting were read and approved without comment, also financial statement. The secretary then reported the progress of the branch, and it was deemed satisfactory. Correspondence was then read, after which a discussion took place about the advisability of petitioning Mr. Hinde, shipowner, for an increase of wages. After a few remarks by the chairman, it was agreed that the secretary wait on Mr. Shaw, manager, and report the result at the next meeting. We have just scored a victory in Belfast. The steamship *Lord O'Neil* was up for signing on the 13th inst., offering £4 for sailors and £4 10s. for firemen. All the other companies have been paying £4 5s. for sailors and £4 15s. for firemen, irrespective of where the vessel was going to, for the last two months. This noble offer of £4 and £4 10s., respectively, by the owner of the *Lord O'Neil* was stoutly refused by the men of Belfast. Men are quite plentiful here; yet they did not succeed in getting a crew although the owners advertised in the local papers requesting men to apply on board. On Monday, the 16th inst., they again came to the shipping office, and offered £4 15s. firemen and £4 5s. sailors, to which the men agreed, and a full complement was signed, many men joining the Union to get the chance to ship.

#### GOOLE BRANCH.

A meeting of this branch took place at Boothferry-road, Mr. John Rockett in the chair. Minutes having been confirmed, James Bean came forward to answer for himself the charges that had been brought against him the previous week. After a long and rather lively discussion, Mr. Hackett proposed, and Mr. Wilson seconded, that the fine stand over for the present, to give him a chance to pay up his contributions and see how he acted for the future. Mr. Hackett said he was glad to see so many fresh faces there that evening; some of them he had not seen in the lodge since the strike. He felt proud to see that the Goole men were coming once more to the front. He was glad to see them while the fight was on. It was far better taking part in the conflict than waiting till the fighting was done and then sneaking in to try and get the praise. He was glad to see the Union progressing so well, and before long it would not be four corners to the flag, but they would have to get in six (hear, hear, and applause), England, Scotland, Ireland, Wales, Australia, and America. (Cheers.) The secretary was pleased to hear Mr. Hackett talk so hopefully for the future. For himself he trusted before long it would not only be the six countries, but the Union would be International. (Hear, hear.) The time would come, and that before long, when the seamen and firemen of the world would be combined together, and not only the seamen and firemen, but every kind of labour would be joined together in union. He held a letter in his hand from the men of one ship, in which orders had been given that he (the secretary) was not to be allowed aboard. Yet to-day every man in that ship was a member of their Union, with only one exception, and that one man would either have to join when she returned to Goole or leave the ship. (Applause.) More than that, every man in that company had to join the Union or leave their ships. (Applause.) In conclusion he was glad to see so many new faces there that night; it was a good sign, and gave the old members encouragement to work on, and showed that Unionism was not yet dead in Goole, in spite of all opposition. He trusted that those there that night would stand firm together and work for the cause aboard their ships and among their mates, and the days of tyranny would soon be past. Mr. Rockett spoke a few words of welcome to those members who were fresh to the lodge, and the meeting was brought to a close after a very enjoyable evening.

At a special meeting, 11th Dec., the secretary (Mr. Chappell) spoke in reference to the action of the Bristol Dock Company in trying to abolish compulsory pilotage chargeable on ships trading to Bristol, thereby endangering the lives of seamen. The following resolution was proposed by Mr. Hackett, seconded by Mr. Gunn, and supported by Messrs. Crabtree and R. Broughton:—"That this meeting of sailors and firemen of the port of Goole strongly protest against the action of the Bristol Dock Company in seeking for powers which will enable them to abolish compulsory pilotage to and from that port, and are of opinion that such a concession will have the effect of endangering the lives of seafaring men." Upon being put to the meeting, the resolution was carried unanimously. The resolution, signed by Mr. W. Field (chairman) and the secretary, was forwarded the same afternoon to the President of the Board of Trade.

#### ABERDEEN BRANCH.

The usual weekly meeting of this branch was held on Monday, 16th December. Bro. John Farquharson, in absence of president, occupied the chair. There was a very large and enthusiastic attendance of members. Minutes having been confirmed, correspondence was read acknowledging the receipt of a resolution with respect to Bristol Pilots and Dock Company. The branch resolved to send the same resolution to Bristol Corporation. The election of office-bearers was then proceeded with, and the following were unanimously appointed:—John Farquharson, president; A. Walker, vice-president; Jas. O. Thompson, secretary; and Messrs. J. Snelling, W. Livingston, W. Johnston, trustees; Thos. Buchan, Wm. Kennedy, John Still, John Reid, John Wilson, Arthur Sangster, John McDonald, John Thomson, and W. Pittindugh, members of committee. Mr. John S. Watt, advocate, who has proved himself worthy of the confidence reposed in him, was unanimously elected legal agent, his scale of charges being in every case on its merits. Delegates to Aberdeen Trades Council were elected as follows:—John Farquharson, Jas. Cummings, Wm. Pirrie, John Snelling. The secretary then addressed a few words to the members for their encouragement, and had pleasure in stating that the contributions for the past week had practically trebled—the practical test of trades unionism and the thorough adoption of its principles. While admitting that

there were yet a few hangfires, these, too, would come to recognise that there was no safety outside the Union, and out of sympathy with their fellows. Arrangements were then made with respect to runs from this port, and getting the same printed for the guidance of members. It was next unanimously resolved to hold a social meeting and ball at the earliest possible date. After some other minor business the meeting adjourned.

#### GRANGEMOUTH BRANCH.

A strong effort is being made by this branch to oust certain "scabs" in the Carron Company's steamers trading to London and Hull from Grangemouth. In reply to a communication from the secretary, a letter has been received from Mr. Tom Mann, of the Dock, Wharf, Riverside and General Labourers' Union, promising their hearty co-operation. Letters to the same effect have been received from Hull also, so that the new year brings anything but a promising outlook to these fellows, who are at present enjoying the fruits of their fellow seamen's exertions. Two of our wandering sheep, who had allowed themselves to run out through arrears, have this week returned to the fold, paying 20s. re-entrance fees and contributions from commencement of the branch. Both deplored the fact that they had listened to the voice of the wily owners who told them the Union would certainly go down. But they have learnt their lesson and paid for it, and never again will they listen to the voice of the charmer (!) Unionism is the order of the day here. In the past week the secretary has been waited on by the dock labourers, asking him to assist them to re-organise their branch of the National Amalgamated Union of Dock Labourers, and again by the platers' helpers in the dockyard, requesting his help, as a member of the Glasgow Trades Council, in forming a society among themselves. Needless to say, it was heartily given in both cases, and as both these societies are about joining the National Labour Federation, of which Mr. Byrne has charge in this district, it will be at once evident that our hands are being daily strengthened in the event of future trouble. Trade is dull at present, eight firemen and four sailors being out of employment, a thing unknown since the strike.

#### SUNDERLAND BRANCH.

The Sunderland Branch held their usual weekly meeting last Monday night, at 174, High-street East, Mr. F. Hines in the chair. There were 20 new members reported enrolled for the week. Correspondence was read from Cardiff, also from the Board of Trade. Many ships are now stopped for men. In the case of ships going to London with gas coal for the South Metropolitan Company, the crews have been brought out of them. The North of England Society are gathering men to man these ships, both on the Tyne and at Sunderland, yet some people call that "a Trade Union," though scabbing is all that they have been used to ever since they have been a society. Member after member of our Union in this meeting rose and denounced them for this conduct, by which they forfeit the respect of all true Union men. The meeting was unanimous in condemning them and their actions, and said that they would be marked for ever by men who are real Unionists.

#### BARROW BRANCH.

At the weekly meeting on Monday, at 21, Hindpool-road, Mr. J. Flynn in the chair, Mr. T. McCarthy in the vice-chair (after the roll had been called), the secretary read the minutes of last meeting and correspondence, which led to a discussion upon a resolution passed at the previous meeting with regard to sick and burial benefits being included in the 5d. per week, which it was contended never could be made to pay. It was proposed to rescind that resolution, but there being only a few members present the vote was lost. The matter will be brought forward at some other time. John Fitzpatrick was reported for backing out of his ship which he had signed in, and was fined 10s., and the officers wish it to be known that they intend enforcing the bye-law as made on the 31st of July in all cases of this kind. This ship is the *Fountain Abbey*, with as good a captain for Union men (he takes no others) as could be found. He said he was sorry to see men would not help themselves, as he and plenty of other captains were willing to help us if we would only do the thing that is right. A certain man calling himself Andrew Gidlow, aged 53, a cook, a man about 5 feet 9 or 10 inches, with small and what is termed "shoulder of mutton whiskers" (? mutton-chop whiskers) got a job and signed in a new steamer called the *London*, bound for Southampton to finish her cargo. After the steward getting his nose cashed for him he was missing, and is expected to make for London.



## LEITH BRANCH.

The usual weekly meeting of the above Branch was held 12th December, Mr. Jas. Skinner presiding. The secretary read the minutes of the previous general meeting and of the special meeting held the previous day, which were adopted unanimously. The weekly report of income and expenditure was also read by the secretary, and adopted unanimously. The secretary read the correspondence which had come from various places, after which he gave a report of the interview he had had with one of the shipowners in Leith, and its results. The chairman intimated that at the next meeting there would be nominations taken for the various offices in the Branch for the next half-year, and he hoped to see a good attendance, both that night and the following meeting night, which would be the election night. A long discussion followed on the outside delegate question, most of the members being in favour of having one, and a notice of motion for the next meeting was given. After some discussion on the question of voting by ballot, the meeting was brought to a close, there being no other business of importance, and a meeting of the committee was held thereafter.

## HULL BRANCH.

At the usual weekly meeting the following circular was read and passed, and secretary directed to send it to shipowners, engineers, and captains of the port. Hull branch:—"List of prices for runs, ships work, contract, etc. Day work, sailor or fireman, 5s. Shifting ship to any part of dock—job not exceeding four hours, 3s. 6d., 6d. per hour afterwards, as long as the job continues. Shifting ship to dry dock, within the limits of the dock, and shoring up, if taken same tide, 7s. 6d.; if two tides, 10s. Tides work (ordinary), 5s. Dock piloting, from one berth to another, 7s. 6d. Runs:—From Hull to Tees, Wear, Tyne, under steam, £2; towing, £2 5s.; sailing, £3. Hull to Firth of Forth and Northwards, under steam, £3 5s.; towing, £3 10s.; sailing, £3 15s. Hull to London, under steam, £2 5s.; towing, £2 10s.; sailing, £3. Hull to Bristol Channel, under steam, £3 15s.; towing, £4 5s.; sailing, £5. Hull to Liverpool, under steam, £4; towing, £4 10s.; sailing, £5 10s. Hull to Glasgow, under steam, £4; towing, £4 10s.; sailing, £5 10s. Boiler cleaning and scruffing on most reasonable terms. Donkeymen 5s. 6d. per day, and 6d. per hour overtime. Estimates given for all classes of shipwork by experienced and competent men." Notice of a special meeting to be held on Monday, 30th December, was given, for the purpose of electing officials for the ensuing half-year. Nominations were taken for the various offices. A grant of 10s. from the branch fund was given to the Mr. Maddison Testimonial Fund. Mr. Saml. Begg, treasurer, has completed his 100 members; in fact, he has enrolled 112 members since the 12th Nov. It is surprising what one man can do when he puts his shoulder to the wheel; and it is to be hoped that each and every member of our Union will do his level best to try and do as Mr. Begg has done. Messrs. J. Wilson, Sons & Co.'s shore gang are out on strike. These men being seamen, it was determined to assist them to the best of our ability, and help them to assert their independence. It was proposed by Mr. Begg, and seconded by Mr. Paull, "That the entrance fee for *bona fide* seamen working in the shore gang be 2s. 6d., and a weekly contribution of 1d. In consequence of this resolution being passed, nearly forty enrolled themselves as members, the remainder promising to do so on being able. The dock labourers are falling grandly into line, and keeping up the principles of Trades Unionism, refusing to work when the shore gang were standing out for their rights, and telling the gaffers if the seamen would not clean the muck up in the s.s. *Hindoo* they would not do so until the shore gang got what they were entitled to. Much regret is felt at the sad death of Mr. Castles of Plymouth. The Boiler Scalers' and Junior Dockers' Union was formally opened last Tuesday, the boys (who will eventually become firemen, etc.) greedily embracing the opportunity of becoming Trades Unionists. A concert and ball is to be held in Unity Hall, on Boxing night, 26th December, and it is to be hoped that all members of the Union in Hull, who are in port on that date, will endeavour to be present.

## MIDDLESBROUGH BRANCH.

The usual general meeting of this branch was held on the 16th instant, in the commodious room in the Market Hotel, John Hardy, Esq., in the chair; Mr. Edward Brady in the vice-chair. The secretary reported that 13 new members had joined since the last meeting. He was pleased to inform them that he had received 10s. 6d. from Thomas Watson Brown, Esq., solicitor to this branch, who wished to be enrolled in this branch as an honorary

member. It was moved by Mr. Mucklow, seconded by Mr. Frear, that, "We, the members of the Middlesbrough branch of the N. A. S. and F. U. accept our legal adviser as an honorary member of this branch," which was supported by several members and carried with loud applause. A member complained of some branches of the Union not troubling themselves with engineers' stewards. He said it was very hard upon the members of this branch to stand out for ships to carry engineers' stewards, and compel the lads to join the Union, and then their interests to be neglected in other branches. He moved that the members of the Middlesbrough Branch ask the Executive Council to deal with the question of engineers' stewards, their entrance fees and contributions, and see if the two latter items can be reduced. This was seconded by Mr. Hutchinson and carried unanimously.

## SOUTHAMPTON BRANCH.

A numerous attended meeting was held on Tuesday evening, Mr. Edward Arnold presiding. Mr. McKervey, a member of our Executive Council, complained in strong terms of the alleged unseaworthiness of the steamer *Ranzani*, at present in port. He gave a description of the voyage, expressing himself as greatly astonished that they ever reached land. A member stated that he had corroboration of all that had been said, and that that branch would communicate with the secretaries of other branches where the vessel was likely to go to from that port, to see after the vessel when she arrived, as it was not a Southampton vessel. The following seamen and firemen attested Mr. McKervey's statement:—Jacob Larsen, John Wallace, Malcolm Minifad, John Angus, Frank Doley, and four others whose signatures are illegible. Captain Nash said such "coffin ships" ought to be looked after at once, and he thanked the member for bringing the matter forward. Pieces of iron, said to be taken from the ship, were produced, and ordered to be sent to Sunderland. Mr. Sprague called attention to the death of the secretary at the Plymouth Branch, and moved a resolution of sympathy with his family. Captain Nash seconded, and it was agreed to. Attention was called to the gas strike in London, and the action of the Union thereon, and it was stated that the wish of the men generally was not to interfere with the quarrels of other workmen, but if necessity arose they would help those who would support the sailors in their difficulties. Captain Nash reported that Mr. Tankerville Chamberlayne had sent £5 to the funds of the Union. A member said that was the sort of sympathy they wanted, and the donor was heartily thanked. The meeting closed with cheers for Mr. Arnold.

## BRISTOL BRANCH.

There will be a pretty flutter in the municipal dovecot when protests arrive from 50 branches of the Seamen's Union, against the attempt by the Corporation of this city to obtain a provisional order to curtail the compulsory pilotage area of the port of Bristol. This is a subject upon which seamen alone can speak with practical effect, and the dock committee of Bristol shall know henceforth what it is to do battle with over 100,000 organised seamen, fighting for about the only safeguard left them approaching our dangerous coasts and channels. Efficient pilotage service on the waters of the Bristol Channel has disappeared since the Act of 1861, which whilst depriving Bristol pilots of the sole right of piloting on its waters, made Cardiff and Newport non-compulsory ports, with a distinct service of pilots, but compelled Bristol pilots, shorn of seven-eighths of their trade, to cruise at Lundy in all weathers, which Cardiff and Newport pilots are not required to do. The consequence of this is, that in bad weather when the service of a skilled pilot is an indispensable necessity, all other pilots but the Bristol men are in snug harbour; and upon the Bristol pilots devolves the duty of safeguarding the navigation of the channel, to whatever port vessels may be bound. If the Corporation of Bristol are successful in their efforts, Bristol pilots will withdraw from Lundy, and vessels inward-bound will be deprived of a service as essential to safety of life in navigating this channel, as is the local knowledge and nerve of the chamouis hunter to his dangerous calling. The solitary owner of the solitary tug referred to in last week's report, regarding his graceful bearing and gentlemanly manner, when spoken to by the secretary, has given another exhibition of the *bonhomie* which is fast earning for him fame, if not fortune. The secretary went to his residence last Thursday evening to serve him with a notice, on behalf of his employers, to terminate engagements, unless he conceded the men's demands, to increased wages. On his opening the door, the secretary handed towards him the notice, when this admirable Crichton launched out

his foot, kicking the secretary in a dangerous place. While the secretary was stooping on the doorstep with the pain, this person pulled him into the hall, and, assisted by his wife and a number of his progeny, proceeded to further maltreat him. At this juncture, the door was burst open by Bro. Charles Jayman and some passers by, and the secretary released, who had to use his persuasive powers to prevent standers by meting out condign punishment on the spot to this person. The secretary has been in great pain, and under medical treatment since, and Captain Roberts will face the magistrate on Monday next, with an expensive civil action to follow. The officials of this branch are as follows: President, Captain C. T. Taylor-Rae; medical officer, Dr. Triston, 115, New Cut; solicitor, Mr. Cross, May-chambers, Clare-street; treasurer, Mr. I. Hobbs, Old Steadfast, Bedminster-parade. Meetings, every Monday evening, 7.30; Old Steadfast, every alternate Saturday, 7.30 p.m., Steam Packet Hotel, Horwell-road.

## MR. CASTLE'S FUNERAL.

The remains of the lamented Mr. John Castles, late secretary of the Plymouth Branch of the Seamen's and Firemen's Union, were interred at South Shields on Saturday with Union honours. Mr. Castles died at Plymouth on the 9th inst. from heart disease, and the body was brought to South Shields for interment. At the head of the procession was the union jack, muffled with crape. Then followed the band of the Submarine Mining Volunteer Corps, playing the Dead March in "Saul," the general secretary, Mr. J. H. Wilson, and the assistant secretary, Mr. W. M. Maxwell, officials of the various branches of the Union, the hearse, escorted by Naval Reserve men, relatives of the deceased, the gunner from H.M.S. *Castor*, with a detachment of the Naval Reserve, members of the South Shields branch of the Union, and friends. The service at the graveside was conducted by the Rev. Mr. Boutflower. The Editor of SEAFARING, who meant to have been present, was unable to leave London.

WHILE a boat, says a Zanzibar telegram, from the British mail steamer was delivering the mails at the German port of Sudi, she was attacked by the natives, who seized the oars and sails, and struck one of the Lascar crew. The boat eventually got off safely, but the natives kept up a fire upon the crew as they returned to the steamer.

A CORRESPONDENT learns that the authorities are devoting considerable attention to a new fog signal, which has been recently tried with satisfactory results on the Swedish coast. It is in reality a signal gun, and is manufactured at Holmo Gadd, in Sweden. Having a breech-loading mechanism, between 20 and 30 shots per minute can be fired, and the cartridges can, it is claimed, be used 200 times, the cost of a shot being only about 2d. The great feature of the gun—which with 130 brass cartridges and ammunition for 10,000 shots cost £275—is, that it is possible to fire letters according to the Morse alphabet, one shot being a dot and two shots close together a dash.

SAILORS' DITTY BAGS.—Ladies often ask the question, What is there that seamen really require at sea which ladies can make, and that cannot be bought in shops? Amongst other things, a variety of sewing materials done up in small quantities in a housewife for the individual seaman, or in a little larger quantities in a ditty bag for the use of the whole crew. The housewife might contain a few skeins of black thread, white thread, and darning wool, a few metal trouser buttons, shirt buttons, pins, strong needles, darning needles, some white tape, a piece of indelible lead pencil, scissors, a sailor's prayer card, and such other things as the thoughtful minds of ladies will readily suggest. The housewife might be made of thick blue serge, with the requisite linings and tied with black tape. A larger number of small ones would be more acceptable to The Missions to Seamen, 11, Buckingham-street, Strand, London, W.C., than a smaller number of large ones, as it has so many thousand crews to supply. The Sailor's Ditty Bag being larger, might contain, in addition to sewing materials, a pen-holder, a few pens, several indelible lead pencils, some note paper and envelopes with a New Testament, Prayer Book, etc., etc. It should be a *multum in parvo*, including variety rather than quantity. But here again the thoughtfulness of ladies will furnish the best pattern, of which thousands could be usefully supplied by the Chaplains of The Missions to Seamen, 11, Buckingham-street, Strand, London, W.C., to as many outward bound crews every year.—(Communicated.)

THE engineers and boilermakers of Greenock will receive, at the beginning of next year, an increase of 3d. per hour on their present rate of wages.

THE Board of Trade have awarded a binocular glass to Alfred Aime Engrand, master of the French fishing boat *G333*, of Gravelines, in acknowledgment of his humanity to the shipwrecked crew of the British steamer *Batavia*, whom he rescued off the South Foreland on 31st October, 1889. The Board have also awarded sums of money to two of the crew of the fishing boat who manned the small boat which took off the shipwrecked men. The Board of Trade have awarded a gold shipwreck medal and a sum of money to Leon Nieman, master, and silver shipwreck medals and sums of money to L. Spuy, Jan Van Drimmelen, and Jan Brandenburg, who accompanied Nieman in his fishing boat *Twe Gebroeders*, of 49 tons, and under circumstances of great risk and gallantry rescued the crew of the British steamship *Yonford*, of London, which stranded in very bad weather on the coast between the Brielle and the New Waterway, Holland, on 28th November, 1889.

**WRECKING IN THE BAHAMA ISLANDS.**—Wrecking among the Bahama industries yet has its place, which is far from being an unimportant one. Men, women, and children will abandon any pursuit to throng to the scene of the wreck. An entire congregation will swarm out of church at such a summons, the men divesting themselves of superfluous clothing as they run, pitching garments over walls or into the bushes for the women to pick up. They are as active and prompt in their work, and as skilful, as the members of the New York Fire Department are in theirs. Nor does the labour require less nerve and skill. To take a boat out through a beating surf, in water which is not by any means free from sharks, and successfully save the cargo, rigging, and even the furniture, of a wrecked vessel, to say nothing of the human lives, is not work for a coward or an unskilled boatman. The pay for salvage is high, so that a "fat" wreck is a thing to be prayed for and long remembered. Numberless stories are told of the facility with which the insular conscience reconciles itself to the idea of assisting to wreck a vessel. Rather a knotty case was that of one of the older pilots, who was suspected and tried several years ago for complicity in a crime of this nature. At the trial two points are said to have been proven by witnesses: First, that the pilot was in the cabin of the vessel one afternoon for some time, and that when he came out he was heard to say piously, "Well, cap'n, if it *mus* be so, de Lawd's will be done;" and, second, that the next morning the vessel was hard and fast ashore. The labourers appear to work with more intelligence and energy when on or in the sea. Salt-water seems to be vivifying in its effect. Perhaps it is the unending, unyielding demand for activity in action and thought which the ocean always makes upon those who wrestle with it, that accounts for this difference in character. But it certainly is the case that the coloured labourer of the Bahamas does not seem fonder of continued exertion when in his field or engaged in shore work than does his race-brother elsewhere.—*Edgar Mayhew Bacon, in "Scribner's Magazine."*

#### NEWCASTLE-ON-TYNE BRANCH.

### NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION OF GREAT BRITAIN & IRELAND.

#### NOTICE TO SEAMEN!

NOTICE IS HEREBY GIVEN that all Seafaring Men working ashore who are eligible to join the above Union can do so from now until 1st January, 1890, at first Entrance Fee, viz.: 2s. 6d.; after which date the Entrance Fee will be 10s.

ALL ARE EARNESTLY REQUESTED TO TAKE NOTICE OF ABOVE.

NO EXCUSE WILL BE TAKEN AFTER THAT DATE.

J. MANSELL, Secretary.

#### HOMEWARD BOUND SHIPS.

The following ships have been reported as homeward bound since our last issue:—

Austria, Dekin, clrd at Singapore 19th Oct.—for Lvrpl  
Alva s clrd at New Orleans prior to 10th Dec.—for Lpl  
Albingia s clrd at New Orleans prior to 10th Dec.—for Liverpool  
Abergeldie s clrd at Norfolk prior to 12th Dec.—for Lpl  
Amethyst s left Galveston 3rd Dec.—for Liverpool  
Aurania s left New York 14th Dec.—for Liverpool  
Altonower s left New York 6th Dec.—for London  
Argus s left Sydney 31st Oct.—for London  
Aberdeen s left Melbourne 12th Dec.—for London  
Anna left Monte Christi 27th Oct.—for Falmouth  
Arabella left Rosario 26th Oct.—for Falmouth  
Aurora left Howland Island 15th Oct.—for Channel  
Annie Fletcher left Huanillos 12 Sept.—for Channel  
Argus left San Francisco 12th Dec.—for Dublin  
Aberlemno left Villa Constitution 4th Oct.—for Newprt  
British Isles left San Francisco 31st Oct.—for Lvrpl  
Bertha clrd at Demerara 9th Nov.—for Liverpool  
Braganza s left Maranham 12th Dec.—for Liverpool  
Beringuen s clrd at Galveston prior to 12th Dec.—for Liverpool  
Britannia s left St John's 12th Dec.—for London  
Borghese s left Buenos Ayres 5th Dec.—for London  
Baron Colonsay clrd at Singapore 13th Nov.—for Lond  
Blengfel, Irving, left Iquique 10th Oct.—for U K  
City of Chester s left New York 11th Dec.—for Lvrpl  
Cephalonia s left Boston 14th Dec.—for Liverpool  
Calabar s left Sierra Leone 17th Dec.—for Liverpool  
Clan Grant s left Aden 13th Dec.—for London  
City of Oxford s left Suez 13th Dec.—for London  
Clan Cameron s left Aden 15th Dec.—for London  
Chusan s left Suez 16th Dec.—for London  
Clan Macarthur s left Calcutta 11th Dec.—for London  
Critic s left New York 12th Dec.—for Leith  
Chili, McKenzie, left Lyttelton, NZ, 5th Nov.—for Chanl  
Coriolanus left Iquique 4th Nov.—for Channel  
Casma clrd at Iquique 6th Sept.—for U K  
Cambrian Queen left Portland, O, 2nd Dec.—for U K  
Craigton s left New Orleans 6th Dec.—for Avonmouth  
Caledonia s left New York 15th Dec.—for Avonmouth  
Cairo s left New York 15th Dec.—for Cork  
Cambria clrd at Pensacola 3rd Dec.—for Grimsby  
Circassia clrd at Savannah 26th Nov.—for Hull  
City Camp left St John, NB, 1st Dec.—for Penarth  
Derwent left Sydney 14th Oct.—for London  
Dalswinton left Calcutta 10th Dec.—for London  
Draconia s left Philadelphia 6th Dec.—for London  
Doric s left Wellington 12th Dec.—for London  
Damara s left Halifax 13th Dec.—for London  
Drumblair clrd at San Francisco 3rd Dec.—for Hull  
Durban s left Cape Town 10th Dec.—for Southampton  
Ethelburga s left Newport News 1st Dec.—for L'pool  
Edvard left New York 1st Dec.—for Liverpool  
Emblem clrd at Mobile prior to 16th Dec.—for L'pool  
Empire s clrd at West Point prior to 16th Dec.—for Liverpool  
Engineer s left Suez 9th Dec.—for London  
Earl of Dalhousie left San Francisco 12th Dec.—for Queenstown  
Euterpe, Krause, left Calcutta 25th Oct.—for Dundee  
Ethiopia s left New York 14th Dec.—for Glasgow  
Ems s left New York 14th Dec.—for Southampton  
Fiji, Hill, left San Francisco 2nd Oct.—for Dublin  
Firth of Dornoch left St Francisco 2nd Nov.—for Galway  
Gellivara s left St Vincent, CV, 8th Dec.—for Liverpool  
Garrick s left St Vincent, CV, 15th Dec.—for Liverpool  
Georgia s left Charleston 9th Dec.—for Liverpool  
Glengarry s left Malta 8th Dec.—for London  
Gulf of Venice s left Portland, V, 11th Dec.—for London  
Goorkha s left Madras 16th Dec.—for London  
Glenfalloch s left Manilla 9th Dec.—for London  
Genitor F clrd at Rangoon 31st Oct.—for Channel  
Gladan left St Simon's Island 3rd Dec.—for Channel  
Glenelg s left Gibraltar 10th Dec.—for Barrow  
Harperley s left Galveston 3rd Dec.—for Liverpool  
Haverton s left Norfolk, Va, 13th Dec.—for Liverpool  
Helvetia s left New York 16th Dec.—for Liverpool  
Highfield s left Sagres 15th Dec.—for London  
Hipparchus s left New York 11th Dec.—for London  
Hutton Hall left Calcutta 11th Dec.—for Dundee  
Horn Head s left Baltimore 14th Dec.—for Glasgow  
Hispania s left New York 15th Dec.—for Glasgow  
Howrah, Fish, left Iquique 29th Nov.—for U K  
Hopetoun s clrd at Baltimore 2nd Dec.—for Ipswich  
Holland s left New York 15th Dec.—for London  
Istrian s left Boston 16th Dec.—for Liverpool  
Indrani s left Suez 3rd Dec.—for London  
Ifafa s left Natal 6th Dec.—for London  
Iberia s left Albany 13th Dec.—for London  
Indra s left Malta 10th Dec.—for U K  
John Gambles, left Iquique 30th Nov.—for Channel  
Kerbela s left Malta 14th Dec.—for London  
Kingdom of Saxony left Carnarvon, WA, 11th Dec.—for London  
Kosmos left Sydney 8th Dec.—for London  
Knight Commander left Desolation Isle 6th Dec.—for Channel  
Kreimuld left Samarang 6th Dec.—for Channel  
Liguria s left Gibraltar 16th Dec.—for London  
Lydian Monarch s left New York 10th Dec.—for Lond  
Laju s left Singapore 11th Dec.—for London  
Loch Tay left Geelong 12th Dec.—for London  
Limpopo s left Cape Town 16th Dec.—for London  
Loch Eck left San Francisco 13th Dec.—for Qtown  
Lady Isabella left Chittagong 12th Dec.—for Dundee  
La Plata s left Pernambuco 10th Dec.—for S'hampton  
Mossbrow s left Galveston 7th Dec.—for Liverpool

Mandalay s clrd at New Orleans prior to 10th Dec.—for Liverpool  
Merton Hall s left Bombay 14th Dec.—for Liverpool  
Manora s left Suez 16th Dec.—for London  
Mataura, Martin, left Oamaru 26th Oct.—for London  
Marion Lightbody left Iquique 10th Dec.—for Chanl  
Moselle s left Barbadoes 10th Dec.—for Southampton  
Niger s left Madeira 13th Dec.—for Liverpool  
Norseman s left Boston 10th Dec.—for Liverpool  
Nasmyth s left New York 7th Dec.—for Liverpool  
Northern s left Malta 11th Dec.—for London  
Noddleburn left Sydney 25th Oct.—for London  
Navigator s left Aden 16th Dec.—for London  
Norwegian s left Boston 10th Dec.—for Glasgow  
Nagpore left Astoria 24th Nov.—for U K  
Ornuiz s left Aden 16th Dec.—for London  
Oronsay left Sydney 11th Nov.—for London  
Oblic clrd at Wilmington 13th Nov.—for London  
Oceana s left Gibraltar 16th Dec.—for London  
Port Denison s left Suez 12th Dec.—for London  
Pekin s left Gibraltar 13th Dec.—for London  
Port Philip s left Adelaide 8th Dec.—for London  
Pelican s left Madras 12th Dec.—for London  
Port Fairy s left Colombo 14th Dec.—for London  
Queen of the West left Galveston 11th Dec.—for L'sth  
Redjacket s clrd at Norfolk prior to 10th Dec.—for Liverpool  
Roma left Galveston 3rd Dec.—for Liverpool  
Richmond Hill s left New York 11th Dec.—for London  
Regent Murray left Pisagua 9th Nov.—for Queenstown  
Racehorse left Moulmein 7th Nov.—for Falmouth  
Royal George left Iquique 28th Oct.—for Falmouth  
Royal Sovereign left Chittagong 11th Nov.—for U K  
Rita left Galveston 7th Dec.—for Lynn  
Russia left St John, NB, 1st Dec.—for Londonderry  
Shiels left Demerara 10th Dec.—for Liverpool  
Sylvia s left Charleston 8th Dec.—for Liverpool  
Sophie Rickmers left Brunswick, Ga, 8th Dec.—for Liverpool  
Sarpedon s left Suez 8th Dec.—for London  
Stockholm City s left Boston 12th Dec.—for London  
Samuel Plimsoll left Melbourne 14th Dec.—for London  
State of Indiana s left New York 12th Dec.—for Glasgow  
Star of Denmark left Portland, O, 18th Dec.—for U K  
Star of Italy left San Francisco 2nd Nov.—for U K  
Salisbury s left Baltimore 6th Dec.—for Dublin  
Saale s left New York 11th Dec.—for Southampton  
Salerno s left New York 8th Dec.—for Tyne  
Thessaly s left New Orleans 6th Dec.—for Liverpool  
Trewallard s left Galveston 30th Nov.—for Liverpool  
Teutonic s left New York 11th Dec.—for Liverpool  
Tenasserim s left Malta 15th Dec.—for Liverpool  
Tuskar s clrd at Galveston prior to 12th Dec.—for Lpl  
Tythonus left Victoria, BC, 9th Nov.—for London  
Tainui s left Rio Janeiro 7th Dec.—for London  
Taroba s left Brisbane 9th Dec.—for London  
Terpsichore left Calcutta 19th Nov.—for London  
Telemachus s left Penang 15th Dec.—for London  
Thessalus left San Francisco 14th Dec.—for Channel  
Teviot s left Aden 11th Dec.—for U K  
Tamar s left St Vincent, CV, 10th Dec.—for Southampton  
Tartar s left Cape Town 11th Dec.—for Southampton  
Ursula s left Port Eads 3rd Dec.—for Liverpool  
Ulysses s left Singapore 12th Dec.—for London  
Valdivia left Pisagua 15th Nov.—for London  
Vegar clrd at Charleston 3rd Dec.—for London  
West Indians left New Orleans 15th Dec.—for Lvrpl  
Waronga s left Aden 12th Dec.—for London  
Worcester s left Perim 13th Dec.—for London  
Wordsworth s left New Orleans 10th Dec.—for U K

THE engineer-in-chief of the French ports says that pilots enter port in spite of the red lights displayed on the jetties. This is pointed out to be a breach of the law, as red lights mean that navigation is prohibited.

A FEARFUL boiler explosion took place on board the Japanese passenger steamer *Sekirio*, trading between Foochoo and Sharp Peak, by which seventy-five passengers and four of the crew lost their lives, being either scalded to death or drowned. Twelve passengers, an engineer, and fireman were badly scalded. The steamer subsequently foundered.

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